



RETRO PERFECTION AE86

HEAD TURNING MAZDA MX-5



JAPANESE

Performance

ROAD RAGER

INSPIRED BY A HARDCORE DRIFT MACHINE, THIS DAILY DRIVEN WIDE-ARCHED IMPREZA IS PACKING A 550BHP SKYLINE RB25 ENGINE AND RWD! WELL, THAT'S ONE WAY TO MAKE THE SCHOOL RUN MORE INTERESTING!



**BRAKING:
THE RULES
OF STOPPING
EXPLAINED**

DEC '15 £4.50
No.179 www.chpltd.com



chp

ALSO INSIDE...

DREAMS CAN COME TRUE
LANCER FAN'S 590BHP EVO V

AMUSE-KITTED SUPER COUPE
SUPERCHARGED NISSAN 370Z

MUGEN MASTERPIECE
CARBON CLAD FN2 CIVIC TYPE R



BC

**BUILT WITH PRECISION
MEASURED BY SUCCESS**

BC Racing are renowned worldwide for their high performance suspension systems.



SYSTEM FEATURES

- Pillowball upper mount
- Camber adjustable top mounts
- Aluminium top plates
- 30 way adjustable damping
- Adjustable spring platform
- Height adjustable bottom mount
- Bearing mounted spring platforms
- Dust boot to protect damper seals
- High quality body finish
- Springs and accessories available

* features depend on application

EVERY DAMPER DYNO TESTED

Every BC Racing damper is dyno tested in-house. Our coilover kits are only assembled using matched dampers to ensure equal and efficient damping throughout their range.

Because we only use matched coilovers; you're assured of maximum stability, handling and performance on both the street and circuit.

0% FINANCE AVAILABLE

**6 months 0% finance is available
on the full BC Racing coilover range.**

To apply for finance visit www.bcracing.co.uk, choose the product you are interested in and follow the checkout procedure. Click the finance option and follow the instructions for an instant decision.

Minimum 10% deposit with the remaining outstanding paid in 6 equal monthly installments.

Example:

Subaru Impreza GC8 BR Series coilovers	£769.00
10% deposit	£76.90
6 equal monthly payments of	£115.35
Total paid	£769.00
Total interest paid	£0.00

INSTANT APPLICATION ONLINE

street & circuit

PERFORMANCE SUSPENSION SYSTEMS

WWW.BCRACING.CO.UK WWW.BCRACING.CO.UK WWW.BCRACING.CO.UK

apex
PERFORMANCE

BR
SERIESFULLY
ADJUSTABLENOW AVAILABLE
AT £699 - £769IDEAL SETUP FOR
**ROAD, TRACK
AND RACE**

The BR Series coilovers use a large 46mm diameter piston in a 53mm diameter damper body to maximise oil capacity. As the damper unit operates, the oil contained within heats up. The viscosity of oil changes as its temperature varies which can lead to changes in the damping characteristics of the unit.

BC Racing only use a very high quality oil with their coilovers but go that extra mile to maximise performance and build their BR range with a large 53mm diameter damper body. This increases the capacity of the unit which increases the volume of oil contained which in turn reduces the peak temperature and so significantly improves damper performance.

0% FINANCE
AVAILABLE**ER**
SERIESEXTERNAL
RESERVOIRNOW AVAILABLE
AT £1399IDEAL SETUP FOR
**THE SERIOUS
DRIVER**

BC Racings flagship coilovers are the external reservoir ER Series with separate compression and rebound damping adjustment. The ER Series coilovers bring with them the high quality and unique features seen on the BR and RM type but have the additional benefit of external reservoirs and the ability to allow the end user to individually adjust and set compression and rebound damping rates.

The external reservoir ER Series coilovers allow BC Racing to increase the oil capacity of the damper unit. The additional oil capacity reduces peak oil temperatures which decreases variations in damping rates due to oil viscosity changes. The reduction in damping rate variations improves handling and ultimate on road and track performance.



3D camber/caster adjustable front top mounts and/or camber adjustable rear top mounts are included by default with ER Series kits where available

BC RACING SUPPORT & SPARES

BC Racing coilovers have proven themselves to be ultra durable and more than capable of surviving multiple British winters but it's good to know we've got you covered for spare parts when you need them.

There will be no waiting months for parts or having to send the coilovers back to ourselves for rebuilding. Nor will you be forced to buy a complete coilover unit should you need to replace just one component nor, as is the case with some brands, will you have to buy a complete new kit because components cannot be supplied or because the component costs are so high that it is financially unviable to service your existing coilovers.

We can supply every single component right down to the last nut, bolt and stud so should you need a new damper then you just need to buy a new damper. Not only that but all the spares are priced extremely reasonably, you won't find yourself facing huge bills should you require any parts.

For BC Racing spares and accessories, visit our website and click 'Accessories'

We carry a massive range of spare parts in stock and anything out of stock takes a maximum of 10 working days to arrive with us.

**REPLACEMENT
DAMPERS**

from just £92.50 (BR Series)

FINANCE SUBJECT TO STATUS. TRADE ENQUIRIES WELCOME. E60E. PRICES SHOWN INCLUDE VAT. SEE WEBSITE FOR LATEST SPECIFICATIONS

CALL US TODAY AND CHAT WITH OUR SPECIALISTS
ON CHOOSING THE RIGHT PACKAGE FOR YOUR CAR

CALL 01274 683 633**WWW.BCRACING.CO.UK****OVER 500
EUROPEAN
& JAPANESE
FITMENTS****WWW.BCRACING.CO.UK WWW.BCRACING****BC**
street circuit**KSPORT****OHLINS****HARDRACE****DE**

WIN

A FRESHLY IMPORTED
HONDA INTEGRA TYPE R DC5

*ORDER £500+ IN A SINGLE ORDER
TO AUTOMATICALLY BE ENTERED
INTO THE COMPETITION!*

COMPETITION CLOSES DECEMBER 2015

WWW.TEGIWAIMPORTS.COM

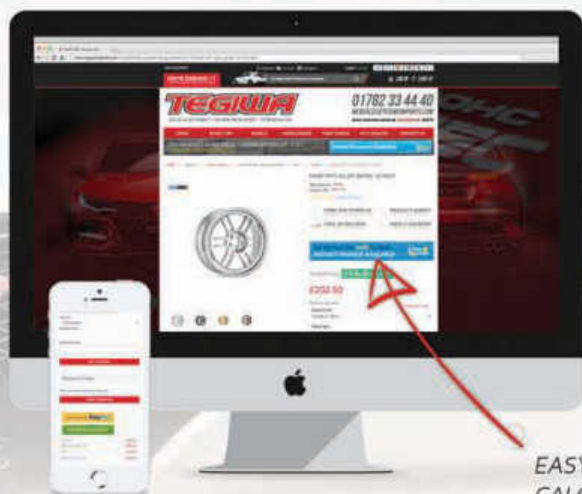
TEGIWA

FINANCE NOW AVAILABLE

3 EASY STEPS TO FINANCING YOUR ORDER:

1. ADD ITEM(S) TO BASKET
2. CHOOSE PAY4LATER AS PAYMENT OPTION
3. PROCEED WITH ORDER TO APPLICATION - INSTANT DECISION

- MINIMUM SPEND £250 | 0% APR AVAILABLE



EASY TO USE RE-PAYMENTS
CALCULATOR ON EVERY
PRODUCT PAGE



SHOP NOW AT WWW.TEGIWAIMPORTS.COM

TEGIWA

CALL US ON 01782 33 44 40

Take it to the streets



Dedicated trackday cars and racecars are getting ever more popular these days it seems. What with the increasingly congested road networks festooned with fun-sapping speed cameras, and road tax for the more polluting performance models through the roof, it makes sense to get your speed kicks on the track and run around in a diesel econobox on the streets.

But since when has sensible been fun? It may be the smart choice, but there's just nothing like that buzz you get from jumping into your fully (or should that be 'barely') legal road car and mixing it up on the daily commute. Firing up your high octane motor to looks of disdain from your 'normal' neighbours before rolling off your driveway has a much greater air of maleficent mischief than simply rolling out of a pit garage.

But then creating a modified car for use on the road is much more than just slinging together a wild beast that only narrowly scrapes through on the right side of the MOT tester, as to build a truly usable road car can actually be a bigger challenge than building an out and out racer. Japanese parts specialist Japanese Performance Parts knows this only too well after it was commissioned to build a replica of its wide arched, Skyline engined, rear-wheel drive Impreza drift machine for a customer to take his kids on the school run. Of course, it also needed to be a killer on the track and also have the fit and finish to wow show crowds, too. Not much to ask, then... See how they solved this perplexing puzzle on page 18.

And it's this kind of skill in creating stand-out rides that work both on the circuit but more importantly on the road that we are celebrating in this issue. Cars such as Chris Smith's Amuse-kitted 370Z on page 44, which packs a Stage 1.5 GTM supercharger under its vented carbon-fibre bonnet, is a perfect case in point. An epic powerplant with supercar looks but able to be enjoyed every day of the week. But face-distorting levels of power aren't a prerequisite of a fun road car, in fact quite the opposite can be true, like in the case of Dan Handley's Toyota AE86, where simple old school good looks and the kind of handling balance that only touge-honed JDM rides seem to possess are more than enough to put a smile on your face whatever road you find yourself on. And finally there's the eye-popping attention seekers like Richard Tickner, whose urban camo painted and roofbox wearing Mazda MX-5 causes a stir wherever and whenever he gets behind the wheel, see for yourself on page 60. Would you rock such a controversial look as your daily driver?

But whichever one of our featured rides takes your fancy, don't be afraid to embrace the style for yourself and make sure you take your own creations to the streets. It can be more rewarding than you think!

DAN SHERWOOD



Brake Upgrade Kits

13 FABULOUS CHOICES

to suit every driving style and budget.

All **EBC** discs are now black **GEOMET®** corrosion resistant coated ...

**These discs
WILL NOT RUST**

NRS™ -
NUCAP Retention
System® creates a
mechanical bond, locking the
friction to the backing plate.



PDK Kit	Ultimax daily driver pads and Geomet® black OEM (non slotted) style discs
PD01K Kit	Greenstuff sport pads and Geomet® black OEM (non slotted) style discs
PD02K Kit	Redstuff premium fast street pads and Geomet® black OEM (non slotted) style discs
PD03K Kit	Yellowstuff highest friction pads and Geomet® black OEM (non slotted) style discs
PD06K Kit	Greenstuff sport pads and USR slotted black Geomet® discs
PD07K Kit	Redstuff premium fast street pads and USR slotted black Geomet® discs
PD08K Kit	Yellowstuff highest friction pads and USR slotted black Geomet® discs
PD012K Kit	Redstuff premium fast street pads and GD sport drilled black Geomet® discs
PD013K Kit	Yellowstuff highest friction pads and GD sport drilled black Geomet® discs
PD016K Kit	Greenstuff sport pads and BSD blade style slotted black Geomet® discs
PD017K Kit	Redstuff premium fast street pads and BSD blade style slotted black Geomet® discs
PD018K Kit	Yellowstuff highest friction pads and BSD blade style slotted black Geomet® discs
PD040K Kit	Ultimax daily driver pads and Geomet® black OEM (non slotted) style discs - this full vehicle kit includes 2 sets of pads and 2 pairs of discs

Kits include 100% British made ECO friendly quality high efficiency EBC brake pads, fully tested and approved to meet or exceed all known standards, plus premium Geomet® corrosion resistant G3000+ iron discs of your pattern choice. Geomet® is the NUMBER ONE brake disc anti corrosion surface coating used by OEM builders (they use silver, we prefer black Geomet®). Coating withstands severe salt spray tests for corrosion resistance. **Kit prices from £45.**

EBC®
BRAKES
www.ebcbrakes.com

52



27



68



FEATURES

18 HOONICORN ON THE COVER

Built for track *and* taking the kids to school, this Skyline engined Scooby does it all

27 JAPANESE AUTO EXTRAVAGANZA

Four days of Japanese car culture at its best, now at a new venue. Did you attend?

32 FORGE ACTION DAY

The all-inclusive track event from the Gloucestershire metalwork maestros

36 KENDO PANDA ON THE COVER

Panda coloured Toyota AE86 is pure retro perfection

44 COMIC GENIUS ON THE COVER

Amuse kitted and supercharged, this Nissan 370Z is enough to make anyone smile

52 SWEET DREAMS ARE MADE OF V'S

590bhp track-focused Mitsubishi Evo V went from a nightmare to a dream!

ON THE COVER

60 URBAN ASSAULT WEAPON

With urban camo paint and a roofbox, this MX-5 is an assault on your senses

68 CARBON, BUT NOT DATED

Tuned and carbon clad FN2 Civic Type R has a fetish for the black weave

ON THE COVER

76 THE SCIENCE OF STOPPING

Everything you ever needed to know about improving your car's brakes



CHRISTMAS
GIFT SUBSCRIPTIONS
FROM JUST
£24

Head to
page...

59



The Tuners Choice

Mongoose Exhausts Systems are one of the most highly regarded stainless steel exhaust manufacturers in the UK offering an expanding range of exceptionally high quality performance enhancing sports exhaust systems for many marques of cars.

With nearly 30 years extensive experience of tuning cars our Mongoose brand of exhausts

system are designed, developed using our extensive in house facilities in Congleton including our 4wd rolling road.

All Mongoose Exhausts are made in the UK from T304 aerospace grade stainless steel, bent using the finest mandrel bending machines and welded by experienced and enthusiastic staff to exacting standards.

Every Mongoose Exhaust component, be it a down pipe, a back box, or a full exhaust system is designed on the car it is meant to fit – that way we can guarantee a perfect fit every time.



Make/Model	Price	Make/Model	Price	Make/Model	Price
HONDA		MITSUBISHI		NISSAN	
Civic Type-R EP3 2001-2005 Cat Back	£ 461.63	Lancer Evo 4/5/6		Lancer Evo X	
Accord Type-R CH1 1998-2003, with Cat Replacement	£ 749.19	Full System with Cat Replacement	£ 658.38	Full System with Sports Cat	£1,117.12
Accord Type-R CH1 1998-2003, Full System without Cat Replacement	£ 681.08	Lancer Evo 4/5/6		Lancer Evo X	
Accord Type-R CH1 1998-2003, Full System without Downpipe	£ 643.25	Full System without Cat Replacement	£ 605.40	Full System with Cat Replacement	£ 857.66
Accord Type-R CH1 1998-2003, Full System without Downpipe	£ 643.25	Lancer Evo 4/5/6		Lancer Evo X Cat Back	£ 699.10
Accord Type-R CH1 1998-2003, Cat back	£ 552.44	Full System without Downpipe	£ 514.59	NISSAN	
Civic Sport EP2 2001-2005, Cat Back	£ 446.49	Lancer Evo 4/5/6 Cat Back	£ 454.05	300ZX (Does not fit SWB cars), Cat Back	£ 718.92
		Lancer Evo 7/8/9		350Z, Cat Back and Cat Replacements	£1,051.90
		Full System with Cat Replacement	£ 643.25	Nissan 350Z, Cat Back	£ 749.19
		Lancer Evo 7/8/9		SUBARU	
		Full System without Cat Replacement	£ 590.27	Impreza Turbo 2001-2007	
		Lancer Evo 7/8/9		Full System with Cat Replacement	£ 718.92
		Full System without Downpipe	£ 484.32	Impreza Turbo 2001-2007, 1st Cat Back	£ 491.90
		Lancer Evo 7/8/9 Cat Back	£ 416.22	Impreza WRX 08 on (Single Exit)	
				Full System with Sports Cat	£ 1,113.84
				Impreza WRX 08 on (Single Exit)	
				Full System with Cat Replacement	£ 851.76
				SUZUKI	
				Swift Sport 1.6, Cat Back (single silencer)	£ 499.20
				Swift Sport 1.6, Cat Back (twin silencer)	£ 530.40
				TOYOTA	
				MR2 Mk1 1985-1990 Full System	£ 454.05
				MR2 Mk2 1991on (3SGE engined cars only)	
				Cat Back and Cat Replacement	£ 529.73
				MR2 Mk2 1991on, Cat Back	£ 446.49
				Celica GT4 ST165/185 1989-1993 Cat Back	£ 544.86
				Celica GT4 ST205 1993-1999 Cat Back	£ 544.86
				Toyota Starlet Turbo EP91	
				Full System with Cat Replacement	£ 556.92



Powerchips.com
BRING THE POTENTIAL

Coltun
PERFORMANCE ENGINEERING LTD

Unit 6, Newman Close, Congleton, Cheshire CW12 4TR

Prices INCLUDE VAT unless otherwise stated. E. & O. E.

TEL: 01260 279604



WWW.MONGOOSEEXHAUSTS.COM



12



REGULARS

12 NEWS

Brit drivers take the podiums at Ken Block's Gymkhana Grid European Gauntlet finals, five mins with... Henty Performance's Simon Kearn, Tilton Interiors takes a third World Time Attack Challenge title in a row, Lexus makes a cardboard car, Garage Whiffbitz's world first DCT Supra conversion

81 JAPSTUFF

Litchfield 'Clubsport' suspension for Nissan R35 GT-R, Mishimoto Gold Series intercoolers, Cambridge Concours interior fresheners, Murray constant tension clamps, Competition Clutch Honda K20 clutch kit and flywheel, Valenti smoked lights for Nissan GT-R, Evo carbon wheel arch sill protectors

88 THE GARAGE

Hel Performance's FK2 Type R gets the Quaife treatment when it visits the transmission specialist to be measured up for a slick new sequential transmission, Project EP3 Type R has an automotive detox and a sexy new set of stoppers before power tuning can begin, Project Wagon's engine is back in and there's now only 1000 running-in miles before it's back to full strength!



81



88

Editor Dan Sherwood
Tel: 01480 219990
jap@chpltd.com

Studio Manager Peter Simpson
Designer Joel Mitchell

Group Advertisement Manager
James Stainer
james.stainer@chpltd.com
Tel: 01883 731152; Fax: 01883 740361

Ad Production
Ant menhennet Tel: 01883 731152;
Fax: 01883 740361
ant.menhennet@chpltd.com

CHP Publications Ltd 1 The Alma Building,
Brewer Street Dairy Business Park,
Brewer Street, Bletchingley, Surrey RH1 4QP
Tel: 01883 731150; Fax: 01883 740361;
chp@chpltd.com

Administration Sandra Househam
Accounts Bev Brown
Subscriptions Debi Stuart
debi.stuart@chpltd.com

Website www.japaneseperformancemag.co.uk

Managing Director Clive Househam

Worldwide retail distribution
For worldwide newsstand availability queries
contact Phil Sait, CHP Distribution Manager,
Seymour Distribution Ltd.
Tel: 020 7429 4000
Email: phil.sait@seymour.co.uk

Printed in England
Garnett Dickinson Print Ltd;
Tel: 01709 768000

© CHP Publications Ltd, 2015
ISSN 1467779



chp

While every care is taken in compiling *Japanese Performance*, the publishers cannot be held responsible for any effects arising therefrom

Japanese Performance is always available at



pocketmags



EUROPE'S PREMIER
JAPANESE
PERFORMANCE
PARTS SUPPLIER



SUMOPOWER



AUTHORISED
EUROPEAN
DISTRIBUTORS



WORLDWIDE DELIVERY AVAILABLE
TRADE ENQUIRIES WELCOME

JSRACING
THE XTREME MOTOR RIDE

MISHIMOTO

WedsSport

COBB

COSWORTH

KOYORAD

DG-Luck

GoPro
Be a HERO.

**PERFORMANCE
FRICTION
BRAKES**

OKUYAMA

EXEDY
RACING CLUTCH

**CARBON
COLLECTIVE**

**Injector
Dynamics**

AKRAPOVIČ

MOTUL



@SUMO_POWER

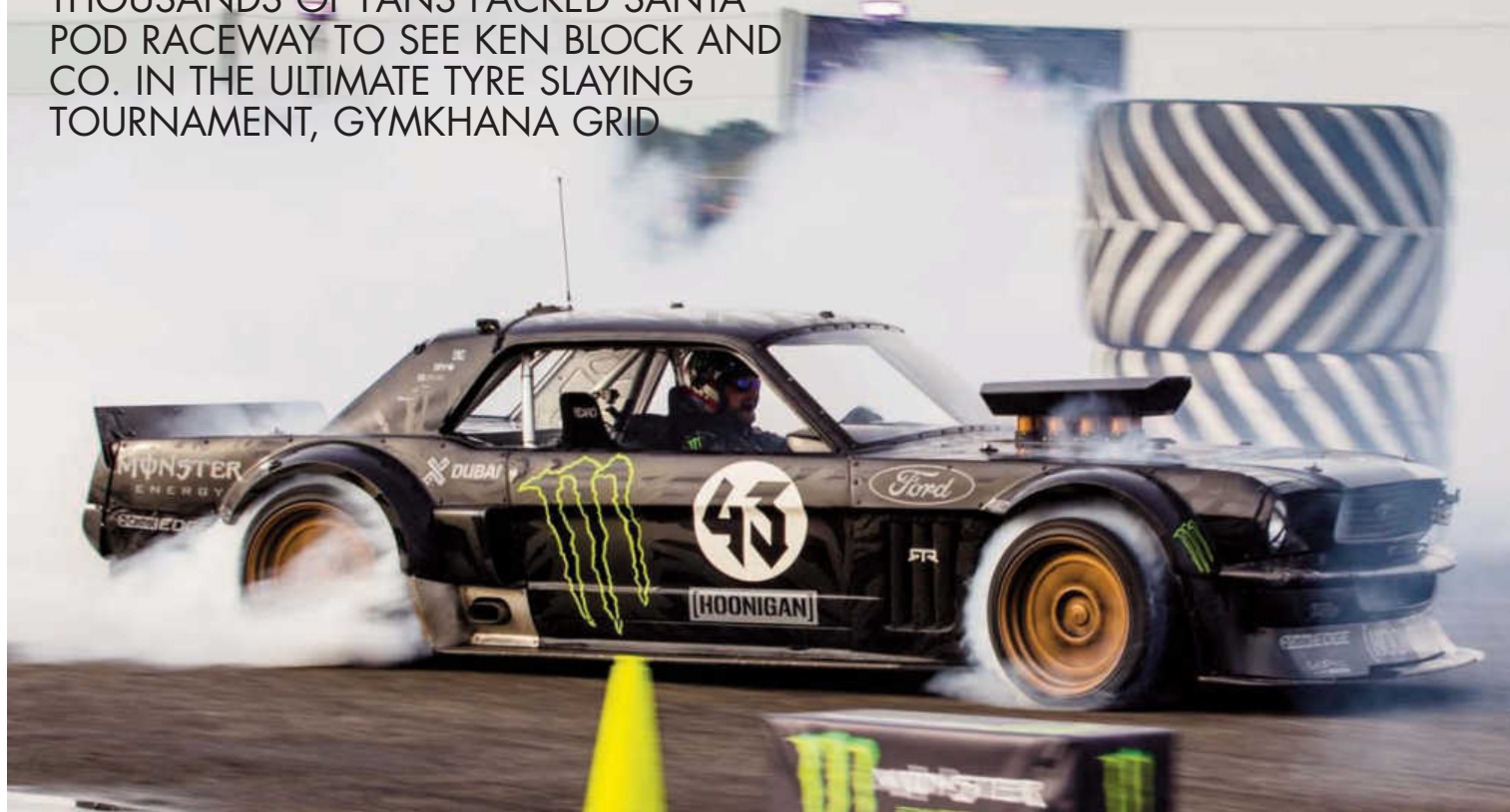


FACEBOOK.COM/SUMOPOWER

SUMOPOWER.COM
SALES@SUMOPOWER.COM
TEL +44 (0) 1945 479125

KEN BLOCK BEATEN AT HIS OWN GAME!

THOUSANDS OF FANS PACKED SANTA POD RACEWAY TO SEE KEN BLOCK AND CO. IN THE ULTIMATE TYRE SLAYING TOURNAMENT, GYMKHANA GRID



Known as the head honcho of hoonage, Ken Block made a highly anticipated return to the UK recently as the Gymkhana GRiD European Gauntlet rolled into Santa Pod Raceway on the 24–25th October. Joined by fellow US drifting star Ryan Tuerck and a host of the UK's best Monster-sponsored athletes such as Stephen 'Baggy' Biagioni, Buttsy Bulter and Shane Lynch, the tournament, which involves competitors going head-to-head to complete a challenging course of obstacles which need to be navigated via a series of controlled drifts, donuts and figures of eight, was the final round of the series that saw drivers from across Europe battle it out to be crowned Champion of 2015. As the pinnacle event of the series, the drivers

were competing for a chance to walk away with not only the crown and a cheque for £5000, but also to pit their skills against two of the most iconic drivers in the sport. Proving that they meant business from the outset, Ken and Ryan had brought along two of the meanest machines ever seen at a gymkhana event in the form of the four-wheel drive Hoonicorn Ford Mustang and Ken's latest sideways slider, a rear-wheel drive 333bhp Mk2 Ford Escort!

Split into two classes, all-wheel drive and rear-wheel drive, the contestants battled through Saturday's wet qualifying rounds before lining up for the knockout finals on the Sunday, which luckily saw much better weather for both drivers and fans alike.

Throughout the competition it was always the British-based drivers that seemed to be pulling out all the stops with the previously JP featured Dmitriy Sribnyj, Jake Archer and Luke Woodham consistently topping the tables and making their way to the penultimate rounds of the competition. But whereas Jake in his Kamikaze Racing prepared Impreza wagon tried valiantly and secured the third step on the AWD podium, it was Dmitriy in his Scoobyclinic Racing Impreza who slid into the top spot, along with Luke in his SamcoSport sponsored 200SX who finished on the top step of the RWD competition.

But it wasn't all over yet, as both Luke and Dmitriy had to take on their heroes Ken





**RULE BRITANNIA
BRIT DRIVERS
RULED THE
GYMKHANA
GRID EUROPEAN
GAUNTLET
FINALS WITH
DMITRIJ SRIBNYJ
AND LUKE
WOODHAM
TAKING THE TOP
STEPS IN THE
AWD AND RWD
COMPETITIONS
RESPECTIVELY.
DMITRIJ EVEN
BEAT KEN BLOCK
IN HIS HEAD-TO-
HEAD
SHOOTOUT!
LOOKS LIKE
THERE'S A NEW
GYMKHANA
KING IN TOWN!**

Block and Ryan Tuerck in the final head-to-head shootout. Both rounds were close calls, but when the smoked cleared Luke narrowly missed out on beating Ryan around the tight course, but Dmitrij put in a clear win over Ken Block, which was the first time he had beaten his idol!

Speaking from the podium, Ken endorsed another successful GRiD final saying: 'It was an incredibly fun weekend and I loved watching the guys battle it out. Trying to get the massive Hoonicorn around the course was a real challenge as it's the first time I've properly raced it. Dmitrij had an amazing drive in our one-on-one so well done to him! Thanks to Monster for organising such a great event and to all the fans who came to see us.'



LIBERTY WALK COMES TO THE UK

Liberty Walk, the regular 'internet-breaker' and bodykit creator extraordinaire, has announced its official presence in the UK by appointing The Performance Company (TPC) in Northampton as its sole British distributor.

The move is yet another coup for the Wellingborough based firm, which also recently added AirRex air suspension systems to its portfolio, augmenting other blue-chip names like Remus, Pipercross, Ultra Racing and V-Maxx.

Liberty Walk achieved instant fame in the tuning and automotive communities by creating the most outlandish body conversions for all manner of cars. In a range that spans everything from the humble BMW Mini, right through to supercars like the Ferrari 458, each new Liberty Walk release is always accompanied by near hysteria on the internet...and quite rightly so. Put simply, there is no other brand out there being quite so brave, or seemingly capturing the current tuning zeitgeist as this brand.

The new agreement will see The Performance Company able to offer all Liberty Walk lines, as well as advising both trade customers and end-users as to the best methods of fitment and finishing on these high quality kits.

For more information on Liberty Walk UK, click on www.theperformance.co or call 01933 685840.



OWN A RECORD BREAKER!

GETTING BEHIND THE WHEEL OF A BONAFIDE RECORD BREAKER IS ALWAYS A SPECIAL EVENT, BUT WITH NEWCASTLE-BASED TUNING OUTFIT REVOLUTION MOTORSTORE OFFERING ITS UNIQUE SUBARU IMPREZA FOR SALE, IF YOU'VE GOT £35K BURNING A HOLE IN YOUR SKY ROCKET, YOU COULD BE LUCKY ENOUGH TO DO IT EVERYDAY.

THE UNIQUE TWO-DOOR HAWKEYE MODEL, WHICH WAS CONVERTED FROM ITS ORIGINAL FORM OF A 2002 JDM FOUR-DOOR BUG-EYE MODEL BY ESSEX-BASED A-B-W MOTORSPORT, WAS BUILT TO CELEBRATE REVOLUTION'S 15TH YEAR IN BUSINESS IN 2013.

THE CONCEPT WAS DESIGNED TO TAKE ON THE LEGENDARY NORDSCHLEIFE RECORD FOR THE FASTEST ROAD-GOING IMPREZA, A FEAT WHICH IT ACHIEVED WITH A STAGGERING 7M 53S LAR

THE PROJECT TOOK OVER 400 HOURS TO HAND-BUILD USING ALL LEADING BRANDS FROM THE TUNING INDUSTRY AND SPORTS A FULLY FLOCKED 2012 DASH COMPLETE WITH RECARO SEATS WITH A COLOUR-CODED CUSTOM CAGES ROLL-OVER AND TRS FIVE-POINT HARNESSSES. A MOTEC ECU CONTROLS THE ENGINE WHILE A UNIQUE REAR DIFFUSER AND DISCRETE ONE-OFF MILLTEK FULL SYSTEM PRODUCES THE APPROPRIATE EXHAUST NOTE FOR SUCH A POTENT MACHINE. THE ORIGINAL BUILD COST CAME TO OVER £65K, SO THE ASKING PRICE COULD BE SEEN AS A BIT OF A BARGAIN. FOR MORE INFORMATION, OR TO MAKE AN OFFER, CONTACT GENERAL MANAGER GLEN COPELAND ON 0191 461 9200. FINANCE IS AVAILABLE SUBJECT TO STATUS.





Monmouthshire-based Toyota Supra and Nissan GT-R specialists Garage Whifbitz has completed a world first in the form of successfully installing a seven-speed dual clutch gearbox into a Toyota Supra. The conversion utilises a Getrag seven-speed DCT gearbox as used in the latest BMW M3 and M6, and is the first time that a dual clutch transmission has been fitted to a Toyota Supra anywhere in the world.

Whifbitz used a Syvecs S6Plus ECU to control the engine and gearbox with the 'box itself attached to the engine with a custom billet flywheel and aluminium adaptor plate. The conversion comes with a new mount for the gearbox that allows it to simply bolt onto the stock location with a new propshaft flange to bolt directly to a stock Supra propshaft, too.

A Bosch drive-by-wire throttle bolts directly to the stock manifold with a custom made billet aluminium adaptor. The throttle pedal has to be changed to a drive by wire type, too, but this is all available as part of the kit.

The BMW M3 gear lever has been fitted to select between auto and manual modes, reverse and manual gear changes and also has a separate button called Drivelogic which allows six adjustments on the shift speed from slow to fast and from soft to hard shifting, depending on your mood. However, Whifbitz also offers carbon paddle shifts for the steering wheel so you never have to take your hands off the wheel to change gear!

In testing the transmission was found to be capable of taking up to 596bhp and 450lb ft torque before any clutch slip was present. However, Whifbitz says uprated clutch upgrades will also be available for customers wishing to use this kit on cars with upwards of 1000bhp.

The transmission tunnel does have to be modified to accommodate the larger gearbox, but this can be done in-house at Whifbitz and, once completed, is claimed to look visually no different and you can even change back to a stock Supra gearbox at a later date if needed.

While this is by no means a simple or cheap plug and play solution and there is a list of parts that will need to be installed on top of the price of the kit from Whifbitz, it does allow Supra owners the benefits of a modern transmission that makes the best use of the power. For more information contact Garage Whifbitz on 01291 420500 or check out www.garagewhifbitz.co.uk where you can also find a video of the 'box in action.



TEN MINUTE TECH WHAT ARE THE BENEFITS OF A DCT GEARBOX?

- 1. SUPER FAST GEARCHANGES. THE 7-SPEED GETRAG GEARBOX CHANGES GEAR IN 80 MILLISECONDS, WHICH IS MUCH FASTER THAN A MANUAL SHIFT. THIS MASSIVELY REDUCES ACCELERATION TIMES IMPROVING THE CAR'S PERFORMANCE**
- 2. MANUAL AND AUTO MODES. IN AUTO MODE IT DRIVES AS SMOOTH AS A NORMAL AUTOMATIC, HOWEVER, FLICK THE GEARLEVER TO THE RIGHT AND YOU HAVE A MANUAL-SHIFTING SEQUENTIAL GEARBOX OR CAN USE THE FLAPPY PADDLES ON THE STEERING WHEEL!**
- 3. THROTTLE BLIPPING ON DOWNSHIFTS. THIS NOT ONLY SOUNDS AMAZING, BUT ALLOWS THE ENGINE SPEED TO AUTOMATICALLY RISE TO PROPERLY REV-MATCH THE WHEELS FOR SMOOTHER AND MORE STABLE DOWNSHIFTS**
- 4. BETTER FUEL ECONOMY AND LESS POWER LOSS. THIS IS DUE TO THE FACT THAT IT IS DIRECTLY DRIVING THE WHEELS WITHOUT THE NEED FOR A POWER-SAPPING TORQUE CONVERTER LIKE THOSE FOUND IN AUTOMATIC TRANSMISSIONS**
- 5. LONGER LASTING CLUTCHES. AS THE CLUTCHES ARE IMMERSUED IN FLUID THEY DON'T TEND TO WEAR OUT AS FAST AS NORMAL 'DRY' CLUTCHES**

FIVE MINUTES WITH... SIMON KEARN

Q. HI, WHO ARE YOU, WHAT DO YOU DO AND WHERE ARE YOU BASED?

A. HI! I'M SIMON KEARN, I RUN HENDY PERFORMANCE AND THE ONLINE HENDYSHOP OF THE HENDY GROUP. WE HAVE RECENTLY MOVED TO A NEW 37000SQ FT UNIT IN SEGENSWORTH, HAMPSHIRE. I HAVE ALWAYS BEEN INTO THE JDM SCENE AND HAVE OWNED A RANGE OF TYPE RS AND A SUPER-CHARGED SPOON YELLOW S2000! I MISS THAT CAR!



Q. HOW DID HENDY PERFORMANCE BEGIN?

A. THE HENDY GROUP HAS BEEN AROUND SINCE 1859, IT'S A FAMILY-OWNED BUSINESS FOCUSING ON CAR SALES INCLUDING FORD, HONDA AND MAZDA. WE, ON THE OTHER HAND, ARE QUITE YOUNG TO THE GROUP IN AN AGE RESPECT! HENDY PERFORMANCE WAS ORIGINALLY FORMED AROUND 2010 AND I JOINED IT JUST AFTER THEN AS AN OFFSHOOT OF THE HENDY MOTORSPORT DIVISION. STEPHEN HENDY (NATIONAL TARMAC CHAMPIONSHIP WINNER 2002-2003) CURRENTLY HAS A FORD FOCUS WRC RALLY CAR AND HAS BEEN HEAVILY INTO RALLYING FOR MANY YEARS. HE ALWAYS WANTED TO ESTABLISH A PERFORMANCE RETAIL PART OF THE GROUP AND AFTER FIVE YEARS OF TRADING I THINK IT'S SAFE TO SAY WE HAVE ESTABLISHED OURSELVES NOW!

Q. WHAT PRODUCTS DOES HENDY PERFORMANCE SELL?

A. WE SELL A LOT OF PARTS FROM HKS, PROJECT MU, MUGEN, SPOON SPORTS, MILLERS OILS, MILLTEK EXHAUSTS AS WELL AS ALL THE GENUINE SERVICE PARTS. THERE ARE OTHER BRANDS WE CAN GET BUT THESE ARE THE MOST POPULAR AT THE MOMENT

Q. WHAT WOULD YOU SAY IS THE MOST POPULAR PRODUCT YOU SELL?

A. CURRENTLY IT'S THE HKS RACING SUCTION KIT FOR THE HONDA CIVIC FN2 - WE SELL SO MANY OF THESE GREAT ADD-ONS FOR THE K20-POWERED CIVIC TYPE R, THEY SOUND GREAT AND I BELIEVE THEY RELEASE THE AWESOME INDUCTION ROAR HIDDEN ON THE K-SERIES THAT WE ALL LOVED ON THE B-SERIES ENGINE WHEN IN VTEC. WE SELL THEM ON OUR EBAY SHOP AND THROUGH THE WEBSITE, AND MANY OF THE LEADING TRADERS IN THE UK

Q. WHAT ARE YOUR NEWEST PRODUCTS FOR THE JAPANESE MARKET?

A. WE HAVE RECENTLY BECOME THE OFFICIAL DISTRIBUTOR FOR THE WELL-RESPECTED PROJECT MU BRAKE PADS IN THE UK AND IRELAND. IT'S REALLY EXCITING FOR US AS IT'S ALWAYS BEEN HARD TO GET THESE PADS OVER HERE. WE HAVE RECEIVED OUR MASSIVE FIRST SHIPMENT IN THE LAST FEW WEEKS AND SALES ARE GOING WELL! THE PADS ARE USED IN MANY RACE SERIES, EVEN THE BTCC!

Q. WHERE CAN PEOPLE BUY HENDY PERFORMANCE PRODUCTS?

A. WE HAVE A WEBSITE, WHERE CUSTOMERS CAN BUY ONLINE AND CHOOSE DELIVERY OR COLLECTION FROM OUR WAREHOUSE OR ONE OF OUR DEALERSHIPS. WE ALSO HAVE ACCESS TO A FLEET OF LOCAL DELIVERY VANS SO MANY OF OUR REGULAR CUSTOMERS HAVE EVEN EXPERIENCED A SAME-DAY SERVICE!

Q. ARE THERE ANY SPECIAL PROJECTS YOU HAVE BEEN INVOLVED WITH IN 2015?

A. YES, WE HAVE BEEN SPONSORING THE AMD TUNING BRITISH TOURING CAR BTCC RACING TEAM (DRIVERS: NIC HAMILTON & MIKE BUSHELL) AND HONDA RACING STALWART JAMES KAYE) IN THE 24H SERIES. WE HAVE USED THESE LINKS TO TAKE MANY LUCKY CUSTOMERS TO RACES THIS YEAR TO WATCH FROM THE PIT LANES AND GET CLOSE TO THE CARS AND TEAMS

Q. WHAT ARE YOUR PLANS FOR 2016?

A. WE ARE ALWAYS GROWING OUR AFTERMARKET SUPPLIERS AND WE WILL CONTINUE SPONSORING MORE EVENTS LIKE LAST YEAR. WE'LL ALSO BE FOCUSING ON THE PROJECT MU BRAND AND AIM TO ESTABLISH A STRONG TRADE NETWORK IN THE UK SO YOUR LOCAL TUNER WILL HAVE A SET OF THESE AWESOME PADS IN STOCK FOR YOUR CAR!

Q. DO YOU HAVE A WEBSITE AND SOCIAL MEDIA CHANNELS?

A. WE CERTAINLY DO, WWW.HENDYPERFORMANCE.CO.UK, AN EBAY SHOP ([HTTP://STORES.EBAY.CO.UK/HENDY-ESHOP1](http://STORES.EBAY.CO.UK/HENDY-ESHOP1)) AND AN EVER-GROWING FACEBOOK PAGE WWW.FACEBOOK.COM/HENDYPERFORMANCE

CC
competition
CLUTCH

© 2015 Competition Clutch. All Rights Reserved

handles
AVAILABLE
roadband.com

TEAM
ENGLISH RACING

Lucas English | Mitsubishi EVO X



Mitsubishi
EVO

Whether you are a weekend warrior in
need of a Stage 2 or a Pro Driver in
need of a Triple Disc clutch...

Competition Clutch has
got you covered!

Stage 2 • Stage 3

Stage 4 • Flywheels

Twin Discs

Triple Discs

For more information and a dealer near
you, call or visit our website!



#competitionclutch
CONNECT WITH US!

WWW.COMPETITIONCLUTCH.CO.UK

CALL NOW 01327 226134

sales@competitionclutch.co.uk



TILTON INTERIORS DOES THE TREBLE!

The Australian Tilton Interiors team have become the first ever World Time Attack team to successfully win three back-to-back championships. They achieved the amazing feat when their insane be-winged Evo IX, driven by Garth Walden, notched up a storming 1m 23.7770 second lap of the Sydney Motorsport Park circuit. The lap, which was enough to take the overall victory of this year's event, was a whopping 1.1 second faster than the team's best from last year and is a new World Time Attack Challenge and Sydney Motorsports Park lap record, too, which just goes to show the incredible advances in Time Attack development and design year-on-year. The fact that any lap records were set was no means a given, however, as the event was plagued by torrential downpours which made running dangerous at best and almost impossible at worst. UK contenders Andy Forrest and SVA Imports were both unlucky as each car fell foul to mechanical failures that put them out of the running, with the gearbox breaking on the AFP Impreza and the SVA car suffering an engine fire to add insult to injury. Both UK cars were running well and looking competitive before disaster struck, so we hope to see them back representing our fair isle again next year. Whether they, or anyone else for that matter, can match or best the three-times reigning champions of Tilton Interiors, however, remains to be seen.



LEXUS CARDBOARD CONCEPT CAR

For a company as seemingly serious as Lexus, the luxury arm of Toyota has been showing us its funny side of late with some radical machines coming out of their technical centre workshops. First was their the Back To The Future inspired hover-board which floats on a magnetic field generated by a special track and in-built liquid nitrogen-cooled superconductors, and now they've gone and built a full scale replica of the latest IS200 saloon entirely out of cardboard.

The life-size model, which was built by a five-strong team of professional designers and modellers, has set aside sheet metal, glass and plastics and has instead been crafted from laser-cut sheets of cardboard.

Powered by an electric motor mounted on its steel and aluminium frame, and featuring a fully fitted interior, functioning doors, headlights and rolling wheels, the 'origami car', as it has become known, can actually be driven, albeit very slowly.

The project has been a celebration of the skilled men and women – known as takumi – who work on the Lexus production lines and hone their dexterity skills by learning how to fold paper into a model cat, using only their non-dominant hand. Lexus provided the modelling team with a digital 3D model of the IS, which was then digitally rendered in 10mm 'slices' to provide the two-dimensional profiles needed for the laser cutting of each of the 1700 sheets of 10mm-thick cardboard. Each layer was then assembled entirely by hand. In all, the origami car took three months to build. A clever idea, but just think of the paper cuts! Ouch!



Where's the best place to source High-Quality Genuine Japanese Performance Parts?



- 25-50% Lower Prices!
- Direct from Japan, we ship worldwide!
- Any performance or OEM part available in Japan!

Largest JDM Performance Parts Supplier!



Worldwide Online Store: www.NeweraParts.com ☎ 0208-123-7603



**LARGE PARTS SHIPPED
CHEAPLY BY CONTAINER
- INQUIRE!!**



Our Pride, Your Joy

Ultimate Quality Performance Imports

Since 1998 Newera has earned a worldwide reputation for the ultimate in quality hand-picked Japanese Sports Cars. View our online stock list of unique High Performance, Classic Old Skool and Latest Limited Edition cars. Bespoke Japanese customizing also available.

FEATURE CARS



1989 R32 GT-R Skyline Racing R. Produced by Esprit - Japan. Nur spec. N1 Engine, Tomei Turbos, HKS Fcon V Pro, Full Nismo Suspension, Weds Wheels, Nismo Body. Well over £30,000 spent on tuning. **£21,495**

View 73 pictures on our website



Best condition & spec R32 GT-R prepared by Garage Saurus, Japan. HKS GT-SS turbos & major engine spec. Meister S1 18" wheels. Stunning interior and much more. **£19,895**

View 92 pictures on our website



Integra Type R 98 Spec + Concours Spec. A collector's masterpiece. Robson Leather Recaros, 55,000 miles. Like new! **£10,395**

View 52 detailed pictures on our website



Forester STi 6 Speed manual. 280 bhp - full spec. Stunning as new condition throughout. Maintained by Subaru Japan since new. **£12,995**

View 60 pictures on our website



1997 Series III Skyline GT-R V-spec. 400R Nismo body parts, leather interior, extensive tuning. Perfect example with many highest quality performance parts. **£16,895**

View 68 pictures on our website



RX-7 Type RS. 1996 Model. Ings & FEED Bodykit, Advan wheels & much more. Low mileage & stunning unmarked condition & spec. **£12,995**

View pictures on our website



Skyline R32 GT-R. MCR tuned. Carbon ATS Clutch, Brembo F50, SSR 18" wheels & much more. Low mileage, stunning paint & in amazing condition throughout. **£17,695**

View 64 pictures on our website



2005 Integra Type R C Package. Perfect condition throughout! Robson Leather Recaros, 35,000 miles. Like new! **£13,495**

View 64 pictures on our website



Silvia Spec R Aero 6 Speed Turbo. Perfect condition examples similar to this sourced to order & customized before shipping to customer's requirements. **From £10,000**

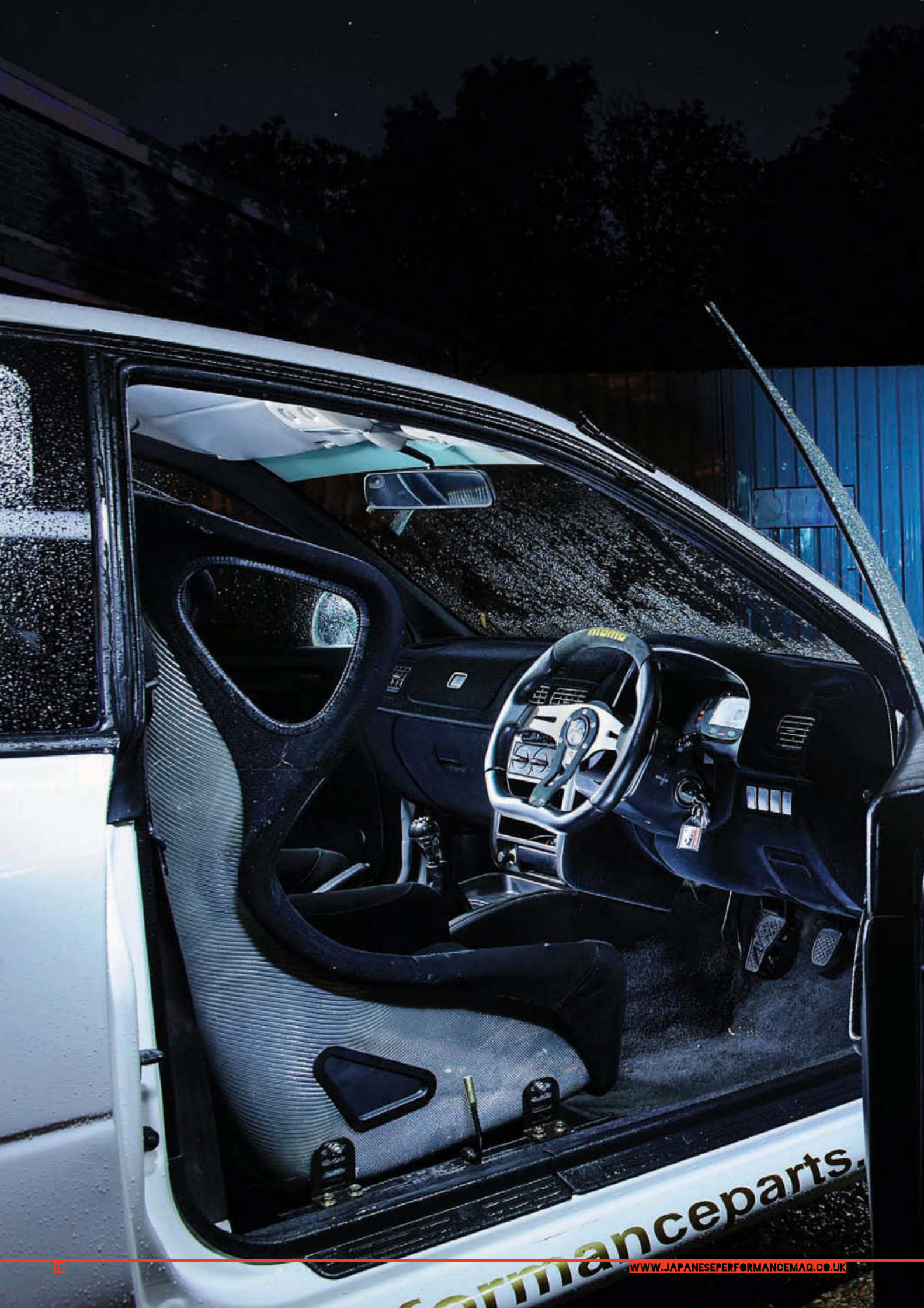
Pictures on our website



RX-7 with 450 bhp. Full Track/Race spec. Stunning example with 10s of thousands of top spec. tuning. Recent ported engine with Apexi Turbo & V mount. Too much to list. Full engine rebuild. **£18,495**

View 68 pictures on our website

Visit www.neweraimports.com for our latest selection of hand-picked sports cars. Tel: 0207 193 3979



performanceparts.

HOOONICORN

WORDS: DANIEL BEVIS PICS: STEVE HALL

MAKING A ROAD CAR OUT OF A FULL-BORE DRIFT CAR IS A TRICKY BRIEF. BUT WHEN IT ALSO HAS TO BE A SHOW CAR AND A FAMILY CAR, TOO... THAT'S SURELY JUST A MYTHICAL BEAST?



Win on Sunday, sell on Monday. It's a classic formula that's sustained the motorsport budgets of works race teams from time immemorial. Whether it's the halo effect of having your manufacturer logo glued to a Formula One car, or the more relatable kudos of racing a Touring Car that looks for all the world like a stickered-up version of an everyday commuter, there's a proven relationship between motorsport success and forecourt sales. It's why car-

makers pump such extravagant funds into the seemingly pointless pursuit of driving around in circles at high speed; people like racing, people buy cars, it just makes sense.

Sometimes, however, this natural association forms itself with no real impetus from the race teams in question. Take, for example, Jap Performance Parts and their RB25 Impreza. JPP, as many of you will already be aware, are a formidable supplier of JDM parts; they sell tuning upgrades, break imports, all sorts. And they also



build some pretty badass cars – it's a showcase of what they have to offer, but it's also for their own amusement. They're petrolheads through-and-through, you see, it's something they're naturally compelled to do. From their BEAMS-powered '75 Celica to the astonishing Evo IX 'Sprint Wagon' estate, they like to do things the unusual way. So it was that they found themselves crafting an Impreza drift car for the 2010 JDM AllStars season. They took a two-door STi Type R shell, converted it to rear-wheel drive, and fitted a Nissan RB25 straight-six in the nose. It took a lot of graft, pluck and dedication as they were as keen to get it aesthetically perfect as they were to build a formidable and competitive drift machine, but the guys ended up with one of the UK's most celebrated skidders.

Now, an eagle-eyed observer was rather taken with this idea. Garry Bird liked what he saw, and one day decided to give Jap Performance Parts a call. His question was simple: 'Can you build me one of those...but a road-legal one?' Well, there's nothing these fellas enjoy more than a challenge, so they picked up the gauntlet and here we are.

'We started with a GC8 Type

R shell that we had in stock, and we sourced a suitable RB25 motor from an R33 Skyline GTS-T,' says JPP's head-honcho Sajid Moghal. We had to modify the Subaru's front subframe to accommodate the Nissan's engine, and then the gearbox was mated to an Impreza Type R rear diff, shafts and hubs via a custom propshaft. 'Complex stuff, of course, but it helped exponentially that this wasn't their first time doing it, the lessons learned from the development of the drift car paying dividends throughout the process. Indeed, the fact that all of their modifications and developments had been tested in the arena of competition drifting really worked to bolster the credentials of the package: if it could survive that kind of regular and unrelenting abuse, it follows that it'd be more than up to the task of functioning as an entertaining road car.

'The idea just made a lot of sense to me,' says Garry. 'I used to have an Impreza Type R, but having gone through numerous bottom ends I got fed up of rebuilding the thing, and bought a hawkeye instead. But my heart was always with these classic Imprezas, and I always wanted to get back to

the old style. So when I saw Saj's car, it flicked a switch in my head; I called him up with the idea of building a road-going version and he was really enthusiastic. We talked over the various options, quickly discounting the idea of building a 4x4 RB25 Impreza as being too complex and expensive to be workable, and instead planned to the brief that I wanted something to act as a track car that was also a show car, as well as being sensible enough for me to take the kids to school in.'

Blimey. Briefs don't get a lot more demanding than that, do they? It's lucky that Saj has magic in his fingers and a brain full of wiring diagrams and engineering solutions. A lesser mind might have been daunted by the prospect of building a car that had to tick so many boxes. But not Saj, he just got stuck in.

Now, before we get into the mechanicals, let's just take a moment to consider the way the thing looks. You see, while it's vital for competition cars to be good-looking in order to reflect well on their owners and sponsors, it's equally important for heavily modified road cars to talk-the-talk as well as walk-the-walk; while the world will always have ample room for sleepers,

cars like this need to shout about their abilities. It's only fair warning, right?

It's almost hard to believe that the classic Impreza three-box profile is knocking on the door of a quarter of a century old – while it doesn't look strictly contemporary today, it's still pretty fresh. And you've probably noticed that this car only has two doors. Unlike the more common four-doors, these shells would usually be spotted wearing RS, Type R, 22B or P1 badges, something for the connoisseur, and that's very much appropriate to this customer's brief. It's for this reason that JPP spoke to HT Autos about using one of their

PROJECT: DRIFT SUBARU
JAP PERFORMANCE PARTS' DRIFT SUBARU WAS AN INSPIRED IDEA FROM THE START. WHILE YOU DO SOMETIMES SEE IMPREZAS IN COMPETITIVE DRIFTING, THEY'RE BY NO MEANS COMMON, OWING TO THEIR INHERENT 4WD DNA. THE PROJECT STARTED AS A BIT OF FUN FOR THE GUYS, BUT DEVELOPED AT SUCH PACE THAT IT TURNED INTO THEIR OFFICIAL DRIFT CAR FOR THE 2010 SEASON; THEIR PARTNERS AT PR DEVELOPMENTS CONVERTED THE CHASSIS TO RWD, THE NISSAN RB25 MOTOR WENT IN, AND THE MADNESS SPIRALLED FROM THERE. IT QUALIFIED 8TH ON ITS FIRST TIME OUT (THE CAR WAS JUST ON A TEST DAY, THEY DIDN'T EVEN INTEND TO ENTER QUALIFYING, BUT IT WAS GOING WELL...) AND WENT ON TO CLOCK UP COUNTLESS IMPRESSIVE FINISHES



'THE CLASSIC IMPREZA STILL LOOKS FRESH 25-YEARS ON'





wide-arch 22B replica bodykits for the project. ('Oh yes, it had to have the 22B width,' laughs Garry. 'That was a deal-breaker.') This makes the wings around 35–40mm wider than stock, helping to bump up the aggression as well as accommodate a broader footprint. And the fact that the whole thing's finished in pure, snowy white seems rather appropriate, too, doesn't it? Sitting out in the rain for our shoot, beneath the myriad burning pinpricks in the sky, it looks almost virginal. Which should lull a few contenders into a false sense of security at the traffic lights...

OK, so let's talk about the meat in this retro sandwich. As you know, there's an RB25 under the copiously vented bonnet. But it's no ordinary RB25. 'We kept the GTS-T block, and fitted it with an RB26 long-nose crank, RB26 rods and pistons, and an HKS TF06 turbo,' Sajid grins. In addition to this, you'll spot the shimmering

and serpentine top-mount tubular exhaust manifold, running through a custom downpipe to a bespoke system, as well as that unmissable front-mount intercooler. The iconic bonnet scoop remains in situ because, well, you can't have an Impreza of this age without one really, but the new, larger I/C sits proudly on the nose as much as a statement of intent as to ramp up performance by keeping things Fonz-like. The whole setup is overseen by a smart Link G4 ECU (Link's slogan is 'Smoke the tyres, not the engine,' which says a lot for their nous), that features mind-boggling customisability across all parameters and is probably cleverer than you are. Don't take that personally, that's just how technology's evolving...

'The plan is to have switchable levels of boost, so it can have the full 550bhp when I'm playing, but something a bit more toned down and sensible for the school run,' reasons Garry. The fact that he's

justifying the build as 'sensible' becomes all the more curious when he starts talking enthusiastically about anti-lag, but it's all just part of the jigsaw for him. Sure, this isn't the simplest way to build a car like this, but it's the right way.

'The project's taken about two years on and off, but the actual working time equates to about two months,' says Sajid. 'Garry's been closely involved in the development throughout.'

'Yes, it's been a fun process,' Garry confirms. 'We tested the car when the RB25 was stock and it was lairy enough, so I can't wait to find out what it's like once the ECU's set-up for all the mods. I always had one eye on the show car aspect, too; I knew that when I parked up on a showground that engine would be a central feature, so a lot of effort's gone into showcasing it properly – polishing, dress up, there's about £8.5k in there just getting it looking lovely.'

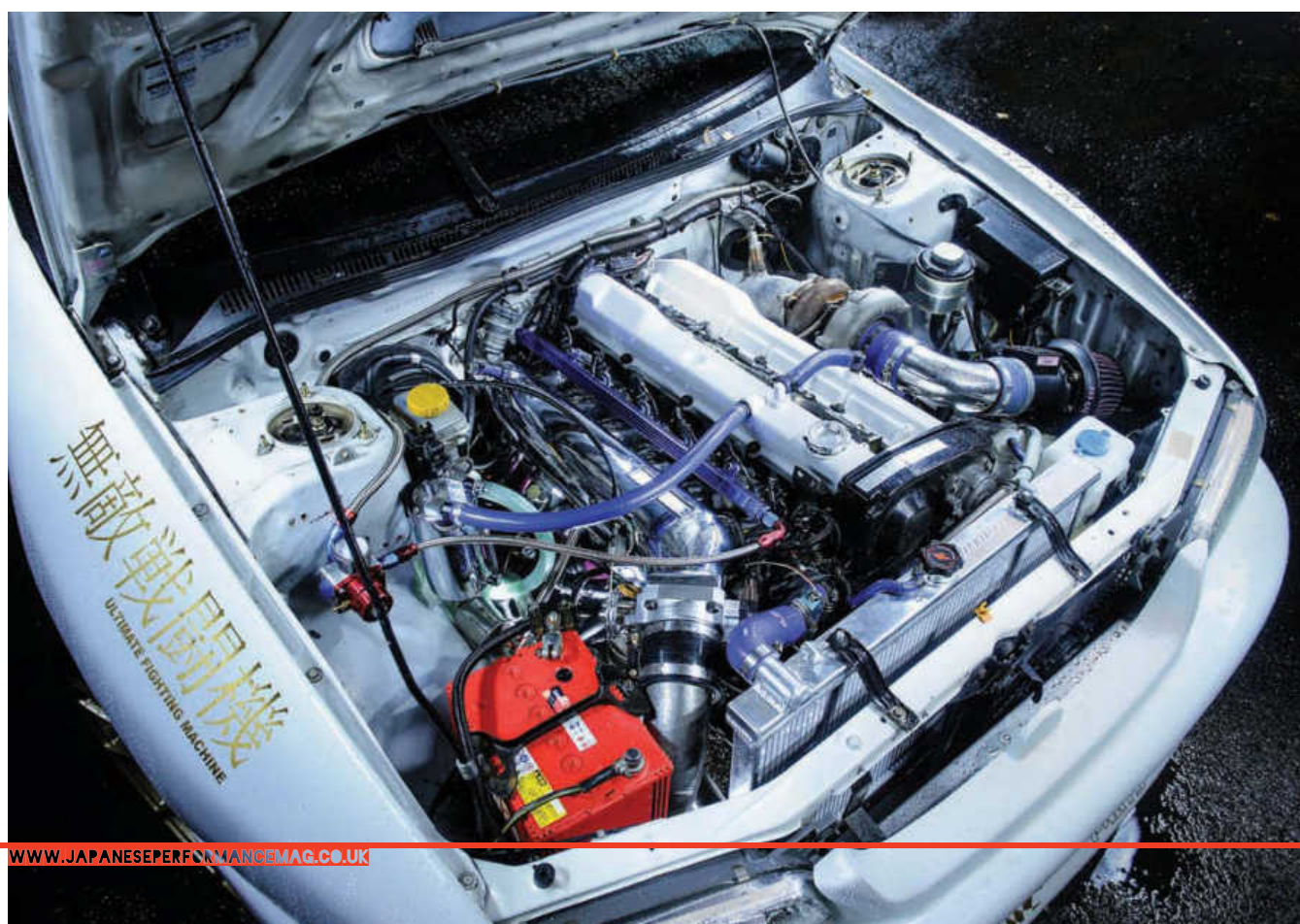
So it's very much got the

**JAP PERFORMANCE PARTS
JPP HAS GROWN OVER THE LAST
DECADE FROM BEING A SMALL,
FAMILY-RUN BUSINESS INTO ONE
OF EUROPE'S LARGEST SUPPLIERS
OF JAPANESE PERFORMANCE
PARTS (THE CLUE'S IN THE NAME,
REALLY), BOTH NEW AND USED,
ALONG WITH MYRIAD TUNING
OPTIONS. THEY IMPORT
CONTAINER-LOADS OF JDM CARS
FOR DISMANTLING, ON THE BASIS
THAT ANY CAR THAT HASN'T BEEN
EXPOSED TO OUR MERCURIAL
WEATHER AND SALTED ROADS
WILL BE A BETTER STARTING POINT
FOR HARVESTING SPARES. IN
ESSENCE, IF YOU WANT OR NEED
IT, THEY'LL ALMOST CERTAINLY
HAVE IT ON THE SHELF – AND IT
WON'T BE THE SORT OF ROT
YOU'LL FIND ON ONLINE AUCTION
SITES. SAJID AND HIS TEAM HAVE
STANDARDS TO MAINTAIN!**

show, but it's also all about the go – Sajid and his team have delivered on the crazy brief with gusto. 'Oh, I'm so looking forward to the 2016 show season!' laughs Garry. 'The looks on people's faces when they hear an Impreza rumbling past without that trademark flat-four bubba-buh-bubba-buh-bubba-buh sound. And then when they see me getting the tail out!'



**'THE PLAN IS TO HAVE
SWITCHABLE LEVELS OF BOOST'**



ENGINE

Nissan RB25 2.5-litre straight-six, RB25 block with RB26 long-nose crank, RB26 stock rods and pistons, HKS TD06 turbo, HKS head gasket, ARP conrod bolts, HKS Kevlar cambelt, HKS M35i plugs, HKS oil filter, HKS engine oil, aftermarket inlet manifold and rail with Q45 throttle body, ASNU 600cc injectors and wiring, Link G4 ECU, Mishimoto R32 radiator, Mishimoto slimline twin fans, Mishimoto header tank, Mishimoto exhaust wrap, fuel pressure regulator, RCM in-tank fuel pump, Honda S2000 clutch master cylinder, Honda Civic EK9 coolant reservoir, large front-mount intercooler with custom pipework, top-mount tubular exhaust manifold, HKS wastegate, custom downpipe, full custom exhaust

TRANSMISSION

RB25 gearbox, Xtreme twin-plate ceramic clutch, custom propshaft, STi Type R rear axle with R180 diff

SUSPENSION

BC Racing coilovers

BRAKES

Gold Subaru Brembos (stock four-pot calipers at time of shoot)

WHEELS

9.75x18in XXR 527 wheels all round with 245/40/18 (front) and 255/35/18 (rear) Falken tyres

INTERIOR

Lowered seat rails and Cosworth wraparound race buckets, flocked dash, Acewell digital dash, Momo steering wheel

EXTERIOR

Fully resprayed STi V5 Type R two-door shell, HT Autos replica 22B body kit inc. bumpers, Evo VI bonnet stay, crystal front lights


The concept behind this build may, on paper, sound a bit mad and unrealistic – like the automotive equivalent of the mythical unicorn (or should that be Hoonicorn?) – but that analysis fails to take into account that the people involved here have very strong characters with an unshakable force of will. Yes, it is possible to use a competition drift car as a template, turn it into a sensible family car and not lose any of its forthrightness. Indeed, the fact that the car's equally able to pelt for the horizon as it is to cosset the kids almost lets you forget that this is, in essence, a RWD-converted Impreza with a

whacking great Nissan motor. It's just as well that they've put as much effort into aesthetics as performance, isn't it?

'The most important element of the build, without a doubt, is the dump valve,' Garry explains. 'My five-year-old son insisted! He makes 'pssst' noises when he's pushing his toy cars around, so there was no way that this car wasn't having one.' You see, this insane drift monster is really a sensible family car after all. And hey, if that's not mad enough for you, you should see what Garry's got lined up for his next project. 'I've always fancied a twin-engined Impreza,' he

**THANKS
'WALTON SMITH AT NISPRO
PERFORMANCE, EVERYBODY
AT JAP PERFORMANCE PARTS
(AND I MEAN EVERYBODY),
HT AUTOS FOR THE 22B
KIT, EVERYONE WHO'S HELPED
WITH FINDING PARTS FOR THE
PROJECT AND, OF COURSE,
MY FAMILY FOR ALL
THEIR SUPPORT'**

ponders. 'I'm pretty sure that hasn't been done before. But if anyone can make it work, Saj can...'

Well, there's a challenge. But in the meantime, Garry and his mythical monster of a Subaru have got some work to do – there's scalps to take on track, and show trophies to win. But first and foremost, of course, he's got to get the kids to school. 





JAP PERFORMANCE PARTS

EXPRESS SHIPPING WORLDWIDE • LOCATED 10 MINUTES FROM GATWICK AIRPORT



BREAKING PARTS

TUNING PARTS



IMPREZA GC8 GDB GRB

EVO IV-X

SKYLINE GTR

SILVIA S14 S15



HKS SERVICE KITS FROM **£176**



BREMBO FITMENT DISCS FROM **£193**



ALLUMINIUM RADIATORS FROM **£180**



TWIN PLATE CLUTCHES FROM **£745**



AS SEEN ON

WHEELER DEALERS

STRIPPERS: CARS FOR CASH
NAT GEO

FAST & FURIOUS 6

CAR S.O.S.
NAT GEO

WWW.JAPPERFORMANCEPARTS.CO.UK
SALES@JAPPERFORMANCEPARTS.CO.UK
01293 520090

LATERAL

SUBARU PARTS FROM ROAD TO RACE

THE BEST SUBARU TURBOS JUST GOT BETTER



ALWAYS LOOKING TO IMPROVE OUR PRODUCTS WE ARE NOW FITTING THE MDX321 BILLET 'T' AND 'V' WITH THE HI SPEC T3 ACTUATOR FOR EVEN BETTER BOOST CONTROL



AND TO FURTHER IMPROVE RELIABILITY IN BOTH ROAD AND RACE THE STANDARD GARRETT PLASTIC BEARING CARRIER AND BEARINGS ARE REPLACED WITH METAL COMPETITION CARRIER AND CERAMIC BEARINGS ON ALL LATERAL TURBOS

ALL AT NO PRICE INCREASE

**PRICING FROM 1395+VAT INC ZIRCOTEC CERAMIC COATED EXHAUST HOUSING, FITTING KIT AND 2 YEAR WARRANTY
(WARRANTY AGAINST FAULTY PARTS AND WORKMANSHIP)**

WWW.LATERALPERFORMANCE.CO.UK TEL: (+44) 01923 238477



NEW(ARK) BEGINNINGS

IT MAY HAVE A NEW HOME AT NEWARK SHOWGROUND IN NOTTINGHAMSHIRE, BUT THE JAPANESE AUTO EXTRAVAGANZA STILL PUT ON A STUNNING FOUR-DAY SHOW. *JP* WAS THERE TO CHECK IT OUT...

WORDS & PICS: DAN SHERWOOD

Location, location, location. When it comes to buying houses, the experts will tell you that, above all, location is key, as no matter how nice the house, if the surrounding area sucks, it will never be a particularly nice

place to live. Luckily, however, the same isn't always true for car shows. Sure, everyone loves going to iconic speed meccas such as Santa Pod, Silverstone and Donington Park to get their show kicks, but if the event itself doesn't

have the right vibe, or is poorly attended or organised, then the whole thing can somehow fall flat, no matter how salubrious the surroundings. Having been hosted at various places across the UK in its long history,

the Japanese Auto Extravaganza is an event that is very much built, not on the location, but the people and cars that attend – the venue itself has always been a secondary concern. But just as people had got used to the show's

previous home at Wickstead Park in Northamptonshire, the show had to up-sticks and move to a new one. For a while it was unclear where JAE would rock up to next, as there aren't that many locations around the





country that fit the event's unique requirements. So it was a tense few months as JAE's organisers John Fuggles and Nigel Ruggles (yes, those are their real names! Who'd have thought that they'd end up running a car show together!) scoured the UK for a suitable

new habitat for their well loved show. Many places were considered, but only one came out on top as having the space for the thousands of car fans; the free dates (JAE is a full four day event); the camping facilities; and was in a relatively central location, and that was

Newark showground. We, like many of the hardcore JAE regulars, had never before visited the Nottinghamshire showground and weren't sure what to expect. However, with the safe hands of Fuggles and Ruggles at the helm, we were confident that the usual high quality and

relaxed vibe of the event would prevail, and we weren't disappointed. If anything, the new site actually lends itself better to a show like JAE than any of the previous venues and its location slightly further north than before also makes it more attractive for those travelling from the far

north and Scotland to make the trip to attend. Once inside the grounds, the show was divided up into the various clubs and trade areas and sprawled out across the venue making it feel even bigger than it was and giving the various clubs plenty of space to do their thing,





which, with the club stands getting ever more elaborate year-on-year, can only be considered a good thing. We pitched up with the boys from JDMK, whose sweet rides included a host of previous *JP* feature cars and likely some more to come! (Thanks for the

hospitality, boys! – Dan.)

The trade area was full of the usual suspects with the likes of Knight Racer, EP Racing, Fensport, Cams Subaru and HeavySet in attendance. But the show even attracted Dutch tuning company Callaway Motorsport to make the trip over, who

were displaying their wares along with a selection of sexy Supras.

As usual, the quality of cars on display was excellent and the variety even more impressive. From the Dodo Juice-sponsored show 'n' shine arena to the legions of club cars, just about every model and

marque of Japanese machine was in attendance. There was also a nice variety of styles on show, from air-ride clad stance aficionados to full race monsters such as HKS's R32 Skyline GT-R, which raced successfully in the '90s in Group A of the Japanese Touring Car

series. With its distinctive oil slick livery and green headlights, the legendary car (which has been shipped over from Japan to tour the UK with HKS Europe until the new year) struck a chord with nostalgic Jap fans and even scooped the coveted 'Car of the

Japanese Import

New & exclusive schemes available!

motor insurance



Mayfair Performance Insurance
 @Mayfair_INS

mayfaironline.co.uk

Tel: 08444 935756

Calls may be monitored for training purposes.
Calls cost 7p per minute plus your phone company's access charge.
* Subject to Terms & Conditions.

Mon-Thurs: 9am-7.30pm / Fri: 9am-5.30pm / Sat: 9am-4pm

CALLAWAY

MOTORSPORT

Callaway Motorsport offers premium quality performance parts for a sensible price. As direct supplier of many top brands we can supply promptly with full warranty and after sales service. Can't find what you're looking for in our webshop? Contact us directly as we are confident we can supply what you need!

** We are now official dealer for CCW wheels!*

E-Mail: sales@callawaymotorsport.com
 Website: callawaymotorsport.com
 Facebook: facebook.com/CallawayMotorsport
 Instagram: CALLAWAYMOTORSPORT



















Show' award.

Away from the metal on display, JAE also offered the chance to get behind the wheel of a variety of machinery from 4x4s on the challenging off-road course to drift cars, where the Learn 2 Drift


guys put brave sideways sliders through their paces on a dedicated concrete drift area next to the main site.

But with four days to pack in your petrol-fuelled fantasies, even the most ardent of car nuts need a break from

the metal for a while and JAE's plethora of activities provided that relief in spades.

From the well known Japanese food eating competition, with the incredible edibles supplied by Kamikaze Kitchen, through to the

legendary fancy dress competition, tug-o-war contests, car pulls, bungee runs and loads more 'It's a Knock Out' events over the course of the show, there was plenty to keep showgoers entertained for the full four days.

And with the dates now confirmed for next year's event as the 8-11th September 2016, there's never been a better time to get your name down to be part of the action. Check out www.japcarclub.org for more information. 



SMART flockers®

SERIOUSLY GOOD FLOCKING



IF YOU'VE GOT IT **WE CAN FLOCK IT!**

Seriously, why go anywhere else?

Smart Flockers deliver professional electrostatic flocking services from a dedicated team with many years of wide ranging flocking industry experience. We deliver unrivalled quality, value and service we can flock whatever you need in over 50 different colours plus flocked car panels available for outright purchase from our own stock too.

Whilst the choice of what you can flock is endless, the choice of who's best to flock it is seriously simple - SMART FLOCKERS.

Do you deserve a **SERIOUSLY GOOD FLOCKING?**

SMART
flockers®

SERIOUSLY GOOD FLOCKING

www.smartflockers.co.uk



FORGE ACTION DAY 2015

IT WAS ANOTHER TOP DAY AT CASTLE COMBE AS THE FORGE ACTION DAY ROLLS INTO THE FAMOUS WILTSHIRE CIRCUIT

WORDS & PICS: PRO-MOTIVE

The 2015 Forge Action Day at Castle Combe may not have exactly broken its own mould in terms of show content, but when you factor in the impressive mix of track action, cool cars and big aftermarket manufacturers, you could argue that

following the old adage of 'if it ain't broke, don't try to fix it,' was definitely a wise move for the event's organising team.

This was the fifth year that Gloucestershire tuners Forge have added their weight, ideas and industry friends to Castle Combe's tried-and-

tested Action Day format, and the result is a truly eclectic gathering that has become known for its ability to attract the most diverse range of cars and enthusiasts on the UK show calendar. It's certainly the most inclusive of all UK shows, and one of the very few places

where classic and retro cars – and their respective owners – rub along happily with Japanese and Euro cars, race and drift machinery, and even kit cars and specials. When describing the attendees at this show, it's easier to pick a genre that's not here, rather than ones

that are. Put simply, if it's got an engine and wheels, it's welcome at Forge Action Day.

The weather may have started off dull and overcast, with a sprinkling of rain making for some 'exciting' early track sessions, but true to form for the last five-years the sun broke





through in the afternoon to bathe this picturesque venue in scorching heat. Just what the doctor – and guests – ordered! Divided into 15-minute sessions, the track was a hive of activity all day, with enthusiast owners of all marques taking time to acquaint themselves with Combe's demanding crests and curves. With clubs being a big part of this event, the metal on track was often as weird,

wonderful and diverse as the static displays in the paddock.

A unique aspect of the Forge Action Day concept is the trade village in the middle of the showground itself. Thanks to Forge's unique standing in the marketplace, many of the firm's technical partners chose to support the show and exhibit at the circuit. Blue-chip names like The Performance

Company, Milltek, TarOx, Bilstein, Meguiar's, APR, Powerflex and Toyo Tires all lined up to show off their latest wares, as well as networking and swapping tales of derring-do on track. Many put on special show offers throughout the day, and showgoers were keen to grab a bargain whilst they were there, too!

As hosts, Forge Motorsport naturally pulled out all the stops

to make this year's show something extra special. Due to the diversity of its portfolio, the Forge stand showcased everything from picture perfect air-bagged showcars through to battle-hardened racers. Naturally, many of the Forge team's own projects were placed in pride of place out front and were universally loved by all who visited the stand. The guys also handed out beautifully

**WELCOME ONE AND ALL
FORGE MOTORSPORT'S
ACTION DAY IS OPEN TO
ALL GENRES AND BRANDS
OF CARS FROM JAPANESE
DRIFT MACHINES TO
BONKERS AMERICAN HOT
RODS AND EVERYTHING IN
BETWEEN, MEANING
WHATEVER YOU'RE INTO
THERE'S SOMETHING TO
FLOAT YOUR BOAT!**

engineered trophies to the best cars of the show, too, with the quality of many exhibits being simply breathtaking.

Many clubs took the opportunity to take an





exclusive session out on the challenging circuit, with sponsors Meguiar's even allotting an exhibition run for the air bagged and custom-painted showcars that don't normally get to pound the track in anger. Offsetting these somewhat 'careful' laps, however, were the insanely talented drifters, who were drifting at well-into-three-figure corner speeds and filling the venue with plumes of

acid smoke. As usual the sideways sliding fraternity was dominated by Japanese machinery, but was also joined by select BMWs, Mk2 Escorts and hot rods, all pushing hard in the sideways selection, proving that the diversity of Forge Action Day content even extends to the track!

Catching up with Forge MD Peter Miles after the show, it was clear that the 2015 event

had been another great success from the viewpoint of all parties. 'It never fails to amaze me what a fantastic selection of cars and people this event attracts,' he said. 'I'd like to give my heartfelt thanks to all the owners, clubs and enthusiasts that have supported us today. This event has always been about throwing the doors open to a show that welcomes every genre, every

marque and every scene in a celebration of great and interesting cars from across the spectrum. Looking out across the showground today and seeing the amazing sights on track, I feel that the Forge Action Day has once again delivered on that promise. Thank you to everybody that makes it all possible, especially the amazing efforts of my team at Forge and the hard-working staff at

**RX-HEAVEN!
TWO OF OUR FAVOURITE
MAZDA RX-7S WERE IN
ATTENDANCE AT ACTION
DAY WITH UMAR
MASSOOD'S WIDE ARCHED
TIME ATTACK FD AND
STEVE PUTT'S RECENTLY V8
EQUIPPED SALOON RACER
FD BOTH PUTTING IN
APPEARANCES AT THE
SHOW! WHICH IS YOUR
FAVOURITE?**

Castle Combe. We very much hope to do it all again next year!' **JJ**

For more information on Forge Motorsport, check out: www.forgemotorsport.co.uk



JAP SPEED

.CO.UK

EXHAUSTS AND MANIFOLDS



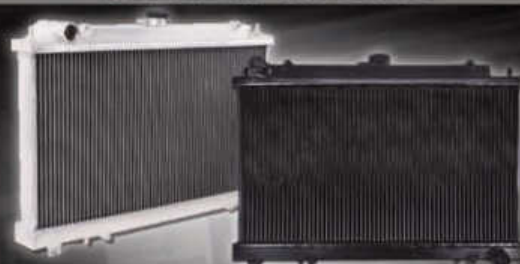
Exhausts contribute to your overall performance and they can make or break your cars appearance. Our performance exhausts are not only styled to make your car stand out, they are also a larger diameter than standard systems to significantly improve your car's breathing capabilities and improve horsepower by offering optimal flow.

INTERCOOLER KITS



Fitting a front mount intercooler is an excellent way of safely increasing your engines power output. Replacing the OEM intercooler with a larger, front mounted system means that much more cooling is on offer for the hot air trying to enter the engine. The cooler the air the more power you will have.

RADIATORS



Our direct-fit aluminium, lightweight performance radiators will keep your coolant temperature down no matter how hard you are pushing thanks to a 30% increase in cooling capability over the standard unit.

CHAMPIONSHIP WINNING SUSPENSION



Japspeed performance suspension parts will help you get the very best handling out of your car. Our championship winning suspension parts can make a big difference to your car's performance and safety by improving your centre of gravity whilst offering extra lock for improved cornering and control.

T | 08444 489 080 E | sales@japspeed.co.uk W | www.japspeed.co.uk





WORDS: DANIEL BEVIS PHOTOS: DAN SHERWOOD

DAN HANDLEY'S AE86 MIXES A NUMBER OF CLASSIC STYLING CUES AND TUNING OPTIONS TO CREATE SOMETHING FRESH AND UNIQUE. HE'S NOT SHY ABOUT GIVING IT STICK ON A DAILY BASIS, EITHER!

KENDO PANDA



Thirty-two years have passed since Toyota first unleashed the AE86-generation Corolla onto the world, and we doubt whether they had any inkling back then of just how iconic and revered the model would become. Yes, they presumably had a fair idea that it'd be a hit among the more enthusiastic motoring public,

given the sheer level of development and research that went into hammering the thing together; revvy twin-cam motors, light weight, rear-wheel drive, and a playfully honed chassis are not things that come together by accident. But the level of excitement that the AE86 still generates over three decades later would surely make

the designers and engineers very proud indeed.

The great thing about the model is that there are a few variants to choose from (fixed-headlight Levin, pop-up light Trueno, hatchback, coupé), and each one acts as a blank canvas. People have been tweaking and fettling these cheeky little poppets since they

'FOR A THIRTY-YEAR-OLD CAR THE CONDITION WAS PRETTY DECENT WHEN I BOUGHT IT'



first blasted onto the scene, and there's pretty much nothing that hasn't been done to them.

The nature of the modifying game is that, for the most part, we all want to create something unique. Everyone has their own focus; some sit at the functional end of the scale, others are all about the aesthetics, and most reside at some point in between. The sweet spot, arguably, is to create something that's quick, handles well, and also looks killer while having its own vibe that separates it from the crowd. Everyone has their own take on this, of course, which is why our scene is so vibrant and exciting.

So where do you start with a model as celebrated and sought-after as the AE86-era Corolla, then? It's been around since the early 1980s and

people were modding them from the get-go, so that's a lot of time for the looks to saturate – surely everything that can be done to them has already been played out?

Well, no, that's not how modifying works – fashion is cyclical but also evolutionary, and the current enthusiasm for millimetrically-perfect stance and advanced suspension setups, be it bags, coils, juice or something hybridised, is testament to the galloping rate of technological progress. And that's just one of many facets of modifying. Where does this all leave the modern AE86 enthusiast?

'Well, there wasn't really a plan for this project at first,' says Dan Handley, casting an affectionate eye over his retro JDM creation. 'The main

objective was to find a clean 86, be it Levin or Trueno, and then just tidy up the bits that required attention – and that's exactly what I've done. Modification-wise, it's a car that I want to keep for a while and slowly add things to it. The wish list is endless...'

Dan's personal history with cars is wide and varied, and it makes sense that he'd want to build on his own rich platter of experiences and focus on something that tied neatly into his work at Fensport, the independent Toyota and Suzuki specialist. 'I've been driving for ten years now, and I've had over thirty cars in that time,' he explains. 'I've always been a Ford fanatic to be honest, but I'm a fan of anything old school. I've had a lot of Fiestas, from MkIs through to MkVs, and

there's also been an Escort, Starlet Glanza, Astra van, MX-5, Focus ST, BMW E36, Yaris T-Sport and more. Modifying cars and the whole car scene is my life, it's pretty much my only hobby. An AE86 has been on my wishlist for as long as I can remember, and since joining Fensport the whole Jap scene has just lured me in. I can't see myself in anything other than Jap any time soon!' Well, that's certainly reassuring – and by the looks of this panda hachi-roku, he's really dived in at the deep end.

Through all of this extensive dabbling in various automotive scenes and cultures, it was the idea of a black-and-white AE86 that kept coming back to Dan. It seemed like an unattainable dream at times, but a persistent one nevertheless, and by a

INITIAL D PANDA
THE BLACK AND WHITE COLOUR
SCHEME WAS POPULARISED BY
THE AE86S THAT APPEARED IN
INITIAL D, THE JAPANESE
MANGA SERIES CENTRED
AROUND THE WORLD OF
ILLEGAL STREET RACING AND
DRIFTING; THE PANDA
COLOURS HAVE BECOME AN
ICONIC LIVERY FOR THE HACHI-
ROKU. THE SERIES FOLLOWED
TAKUMI FUJIWARA, A
TEENAGER MAKING DELIVERIES
FOR HIS FATHER'S TOFU STORE
THROUGH THE MOUNTAIN
ROADS OF THE GUNMA
PREFECTURE IN A SPRINTER
TRUENO GT-APEX, AND HIS
INHERENT DRIFT SKILLS TIE
NEATLY INTO THE PLAYFUL
NATURE OF THE AE86. THAT
SPIRIT CARRIES OVER INTO
DAN'S FRESH COROLLA



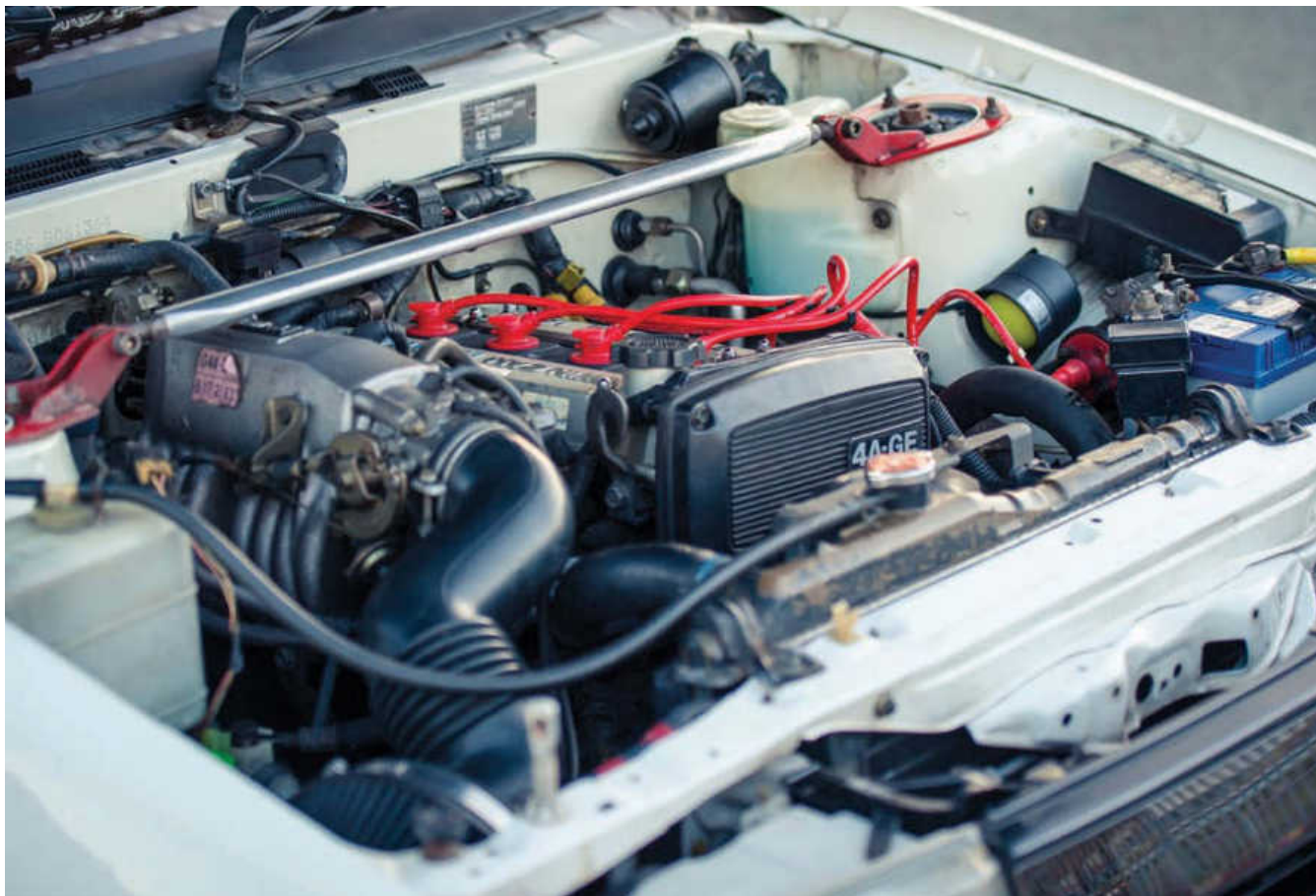
stroke of fortune (well, his missus dumping him and leaving him with a wedge of cash earmarked for a house deposit now burning a hole in his pocket), it suddenly didn't seem so unattainable after all.

'I'd also always fancied a Ford F-150 Lightning, that was the other dream, so it was a toss-up between the two,' he laughs. 'But it just made sense to go for the 86, given that I work for a Toyota performance specialist now...'

Having joined Fensport around eighteen months ago as their sales manager, you can see the logic of this. With a background in sales to build upon, it was principally developing his knowledge of Toyotas that was the steepest learning curve, and there are

surely few better ways than buying one and tearing it apart to see what it's made of.

'We have contacts throughout America and Japan, so sourcing parts and information on the AE86 is fairly easy,' he reasons. 'Most people squeal when I tell them how much I paid for the car, which is older than myself, but I see it as an investment. I spent a while searching for the right one, and eventually this one popped up on eBay of all places. It was an importer that was selling it, who's been importing Japanese cars – mainly AE86s – for twenty-five years. This particular one was imported in June this year, and for a thirty-year-old car the overall condition was pretty decent. A few bits to deal with here and there, but there was



nothing major wrong with the car, cosmetically or mechanically. The heater matrix needed replacing but we had one at work anyway. The main thing was that it was pretty much rust-free.' This, of course, is the benefit of buying a Japanese car that hasn't spent the bulk of its life in Britain, with our questionable weather systems and enthusiastic gitting lorries. And as soon as the Levin was in Dan's possession, he rolled up his sleeves and got stuck in.

'It was literally the next day after picking it up that me and my mates had it in the workshop,' he grins. And they certainly weren't pulling any punches – a variety of parts had already been procured before the car was even purchased, all

of which required immediate application (well, you know how it is when you've got a new toy, you just can't restrain yourself), although another key element of the task was simply to find out exactly what they were looking at. When you're buying a modified car from another country, via an intermediary, from a land who you don't even share an alphabet with let alone a common tongue, it can be a bit of a shot in the dark. So the guys were happy to discover that this was a car that had apparently been done right. It was just a case of trying to work out exactly what had been done...

'It feels like there's an uprated clutch and LSD in there, although we haven't cracked it all open yet to find

out,' says Dan. 'It's still on the cheap Japanese tyres, too, which I'm pretty sure are plastic rather than rubber!' There are coilovers of indeterminate provenance at the front, and uprated springs out back which the lads think could be Tein or Blitz – the mystery of it all is rather compelling, it's a voyage of discovery that you don't often find with a fresh new project. And, of course, Dan's been keen to paint his own impression across the Corolla canvas in broad strokes.

'Within the first week of owning it we replaced the heater matrix, resprayed the inside rear, fitted a late front grille – as I prefer this look over the early grille – replaced the front drop links, fitted a Whiteline Panhard rod, front

and rear ARB SuperPro bushes, and TRD engine mounts. We then sanded the carbon-fibre bonnet down and re-lacquered it as that was a bit of a mess, lowered the front end a bit more, carried out a full service, and loads more.' There was also a full-bore alarm and immobiliser system to install – because, hey, these cars are worth quite a bit now, and there's a lot of dodgy characters out there; the tracker is key to the security here. If the panda goes walkabout, Dan will easily be able to find it.

And the work was far from done. A Seibon carbon-fibre tailgate found its way on, to complement the shiny weave of the nose, while an HKS box-of-tricks was installed under the bonnet to kill off the speed



FENSPO

FENSPO HAS BEEN AROUND SINCE 1994, CATERING TO THE SPECIALIST TOYOTA AND SUZUKI TUNING AFTERMARKET. THEIR PREMISES NOW COVER ABOUT AN ACRE, SO IF YOU WANT A PART THEY'VE PROBABLY GOT IT. BUT THEY ALSO BUILD PROJECT CARS: THEIR HARDCORE 800BHP CELICA GT4X WAS THE FOURTH FASTEST CAR UP THE HILL AT THE 2011 GOODWOOD FESTIVAL OF SPEED (WHICH, WHEN YOU CONSIDER THE SORT OF RACECARS THAT ARE ALWAYS IN ATTENDANCE THERE, IS PRETTY STAGGERING), AND THEIR GT86R WON THE 2014 TOYOTA SPRINT SERIES. THESE, THEN, ARE GUYS WHO KNOW THEIR STUFF.

ENGINE

4A-GE 1.6-litre 16v twin-cam, TRD ignition leads, TRD head gasket, TRD oil filter, TRD engine mounts, cone air filter, custom exhaust manifold, Sard exhaust system, HKS Speed Limit Defencer

TRANSMISSION

TRD short-shift, possible aftermarket clutch and LSD!

BRAKES

Stock AE86

SUSPENSION

Coilovers (front) and uprated springs (rear), upper two-point front strut brace, Whiteline adjustable Panhard rod, Cosco rear control arms, Cosco front and rear link bars, Cosco front anti-roll bar, SuperPro front and rear ARB bushes

WHEELS & TYRES

8x14in SSR MkII wheels with 185/60/14 Nexen tyres

INTERIOR

Bolt-in 6-point rollcage, stripped out rear, digital dash, Spats driver's bucket seat and Willans harness, Vertex gearknob, Leonard Volanti steering wheel, additional rev counter

EXTERIOR

Vertex front and rear bumpers, Vertex sideskirts, FRP front wings, Origin rear arches, carbon-fibre bonnet, Seibon carbon-fibre bootlid, HID headlights

THANKS

'I couldn't have done half of what's been done on the car without the help from my good pal (and Fensport mechanic) Dave. Also, a big thanks to Adrian, Tim and Dan at work, my mates Youngsey, Slig, Stav and Brad for all the late nights, and of course Coleman's Customs. Also a big shout out to the ex for dumping me which meant I could use the house deposit to buy the car. Winner!'


limiter. 'I also had the wheels refurbished and painted gold, and threw a load of stickers on the thing, which just about brings us up to date,' says Dan.

Impressively, this is no garage-dwelling trailer queen, and is in fact Dan's daily driver. He's taken it all over the country over the last few months, and it hasn't just been unstressed motorway miles, either; there's been a foray into the Toyota Sprint Series at Croft (which revealed a hilariously eager and puppy-like chassis, although somewhat stymied by those wonky budget tyres), and no end of shows – one of which was Ford Fair! Dan tucked the car away out of sight behind the traders' area, but it still received a lot of rapturous attention from

the Blue Oval boys, who are clearly sold on the logical theory that the AE86 is the Japanese equivalent of the MkII Escort.

As you may have deduced, this hachi-roku love affair is in its fledgling stage, and Dan is still mapping out where he plans to take the build. After all, having dreamed of owning such a car for so long, it must be a little overwhelming to finally have one in the garage and be able to make all of these dream-like decisions for real. 'I'm definitely going to underseal it properly next, to get it ready for winter,' he says, 'and then...well, I'm not sure yet. I could turbo or supercharge it by dropping in a 4A-GZE, and it needs to sit lower so I've already got some Gaz coilovers on order. I have a

Mishimoto radiator waiting to go in, too, and a set of Bride bucket seats and door cards will hopefully be on the cards soon. And further down the line, I've always liked the idea of a red-over-black AE86!'

Dan's enthusiasm is infectious, he really is like a kid in a sweet shop. The fact that he's always dreamed of owning the car that's now in his ecstatic possession makes the project all the more endearing, and he's put together a really rather awesome Levin to flex before the lens today. That it's not staying this way for long, and is undoubtedly going to be evolving with startling rapidity, means that Dan Handley is a chap we'll be needing to keep an eye on in the future. 



ABP MOTORSPORT

We share the passion!

Call our Sales Team Today

01270 567 177

HONDA Civic Type R FN2

ABP have developed a full range of tuning parts for the FN2 Civic Type R using our own development car. Testing on the Nurburgring we offer exclusive suspension, brake and performance parts that guarantee to bring your Type R alive! Who said the EP3 was better.



EXHAUSTS

MILLTEK SPORT ABP exclusive cat-back stainless steel exhaust system.....	£499.00
These exclusive to ABP Milltek systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains.	
MILLTEK SPORT 3" round tailpipe trims.....(pair)	£125.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe.....	£630.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat.....	£770.00
O2 simulator (removes ECU light with race manifold fitted).....	£70.50
PIPER Stainless steel cat-back exhaust system.....	£520.00
HKS Sport Muffler cat-back exhaust system (3" tailpipes & HKS trims).....	£862.00

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty).....	£41.00
K&N Apollo closed box air filter induction kit.....	£158.00
AEM Short Ram air induction kit (polished or red alloy intake pipe).....	£169.00
POWERTEC Stainless steel air filter kit (including heat shield).....	£149.00
PIPERCROSS Sports air filter kit (including heat shield).....	£145.00
HKS Racing Suction Kit (includes alloy intake pipe).....	£365.00

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit.....	£150.00
These are the very best springs you can buy for the FN2. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides. Please call for fully fitted prices.	
EIBACH Pro-Kit -15mm lowering spring kit.....	£159.00
All the advantages of our -30mm kits but with less lowering!	
EIBACH Front adjustable camber bolts (essential on lowered cars).....	£25.00
EIBACH Rear camber & toe shims (to get the very best handling).....(each)	£8.50
KW Variant 1 coil-over suspension kit (fully adjustable ride height).....	£879.00
KW Variant 2 coil-over suspension kit (fully adjustable height & rebound).....	£1,069.00
KW Variant 3 coil-over suspension kit (fully adjustable height, bump & rebound).....	£1,379.00
TEIN S-Tech lowering spring kit (Front -15mm Rear -20mm).....	£228.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping).....	£1,080.00
EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability).....	£108.00
ABP Stage 1 Fast Road suspension geometry set-up (including camber bolts).....	£135.00
This set up in ABP's workshop improves the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.	
ABP Stage 2 Fast Road suspension geometry set-up (including bolts & rear shims).....	£224.00
As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.	

BRAKES

STOPTECH Fast Road Front brake pads.....(set)	£49.00
STOPTECH Front Sport Stop Grooved brake discs.....(pair)	£190.00
STOPTECH Rear Sport Stop Grooved brake discs.....(pair)	£145.00
POWERSLOT Front 350mm Big-disc conversion kit.....	£355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs.	
Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.	
STOPTECH Touring 300mm 4-POT Brake conversion kit*.....	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot caliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
STOPTECH BBK 328mm Brake caliper conversion kit*.....	£1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. Choice of Black or Red calipers	
*EIBACH 15mm Pro-Spacer kit (required to fit Stoptech brake kits behind OE Honda wheels).....	£108.00
FERODO DS2500 Front high performance brake pads.....	£99.50
FERODO DS2500 Rear high performance brake pads.....	£92.50
EBC Red Ceramic Front high performance brake pads.....	£87.00
EBC Red Ceramic Rear high performance brake pads.....	£54.00
EBC Turbo Groove drilled & grooved front brake discs.....(pair)	£245.00
TAROX G88 40-Groove high performance front brake discs.....(pair)	£217.00
GOODRIDGE Stainless steel 6-line brake hose kit (including distribution blocks).....	£175.00
MOTUL RBF600 High performance brake fluid (1/2 LT).....	£15.50
FOIATEC Caliper paint kit (various colours).....	£24.90

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

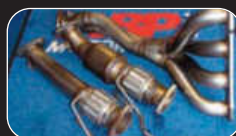
OTHER ITEMS

HKS Iridium spark plugs (set 4).....	£82.00
PIAA Headlight bulb upgrade kits (Set of 4 bulbs - sidelight, dip & main beam).....	from £95.00
YOKOHAMA 225/40X18 PARADA Spec 2 tyre.....	£125.00
YOKOHAMA 225/40X18 ADVAN NEOVA A008 tyre (ultimate track day tyre).....	£169.00
YOKOHAMA 225/35X19 Advan Sport OE tyre.....	£215.00

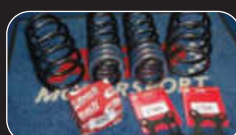
SERVICING FOR FN2 & EP3 TYPE R

ABP offer a full range of servicing to HONDA specification which will not affect the manufacturer's warranty.	
12 month / 12,500 mile service to HONDA spec including all parts & Labour.....	£119.00
24 month / 25,000 mile service to HONDA spec including all parts & Labour.....	£198.40
36 month / 37,500 mile service to HONDA spec including all parts & Labour.....	£154.00
48 month / 50,000 mile service to HONDA spec including all parts & Labour.....	£198.40
60 month / 62,500 mile service to HONDA spec including all parts & Labour.....	£119.00
72 month / 75,000 mile service to HONDA spec including all parts & Labour.....	£385.00
All of our services include MOTUL fully synthetic oil, Honda oil & air filters & NGK spark plugs. Cars are serviced to exact HONDA specification and service books are stamped maintaining the warranty. If cars are fitted with performance air filters above prices will be reduced accordingly.	

FULL RANGE OF PARTS AVAILABLE FOR ALL MAKES / MODELS
HONDA • TOYOTA • MAZDA • MITSUBISHI • SUBARU • NISSAN • LEXUS



**ALL PRICES
INCLUDE VAT**



ABP MOTORSPORT - Your One Stop Tuning Shop

- Modern easy to find premises
- Established for over 45 years
- Fully equipped on-site workshop
- Easy access of the M6 (J16)
- Large parking facilities
- Passionate staff
- Fast mail order
- 1st class customer service
- Excellent product availability
- Competitive prices

Please phone
if your car is not
listed, as only a small
range of our parts
are listed

- Mail Order • Retail Tuning Shop
- Workshop Fitting Service • MOT
- Servicing • Repairs & Tuning

HONDA Civic Type R EP3

ABP purchased an EP3 Type R back in 2001 with the sole aim of developing a full range of tuning parts. We offer exclusive ranges of suspension, brake and performance parts that we believe are the very best available. 10 years on the EP3 is still a great car and more affordable than ever so with a few choice mods the tuning world is your oyster...



EXHAUSTS

PIPER ABP exclusive Single-box cat-back stainless steel exhaust system.....	£349.00
These exclusive to ABP Piper single silencer systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains. System has a 6x4" oval tailpipe.	
PIPER Twin-box cat-back stainless steel exhaust system as above but with 2 silencers - same power with less sound!.....	£399.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe.....	£498.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat.....	£678.00

Independent rolling road tests show an incredible increase of +22BHP using a PIPER manifold, de-cat and exhaust system on the EP3 Type R!

DC SPORTS Stainless steel SC3 cat-back exhaust system (4" round tip).....	£430.00
DC SPORTS Stainless steel SHORTY exhaust manifold (uses original cat).....	£375.00
DC SPORTS Stainless steel RACE exhaust manifold (removes catalyst).....	£395.00
All DC Sports items are beautifully crafted in polished stainless steel and offer fantastic looks and power gains.	
The SC3 system comes with a removable silencing baffle ideal for track days.	
O2 simulator (removes ECU light with race manifold fitted).....	£70.50
HKS Hi Power 409 cat-back exhaust system (120mm angled tailpipe).....	£471.90
Stunning JAP style exhaust system with removable silencing baffle and polished 120mm tailpipe	
SUPERSPRINT Stainless Steel straight through 8-pipe.....	£204.00
ENERGY SUSPENSION Up-rated engine mount insert bush kit.....	£26.00

Essential when using any modified exhaust manifold. These also aid traction & prevent wheel hop.

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty).....	£49.00
K&N S71 Air filter kit.....	£109.00
K&N Typhoon air filter induction kit (wrinkle red finish intake pipe).....	£150.00
AEM CAI Cold Air Induction kit (filter relocated behind front bumper) +15BHP.....	£245.00
AEM V2 Air Filter Induction kit (Unique dual plenum intake pipe) +18BHP.....	£265.00
PIPERCROSS VENOM Sports air filter kit (fully enclosed air box system).....	£175.00

Intake kits make a massive difference to the EP3 Type R offering anything up to +18BHP power gains.

Choosing the right combination of exhaust system and filter kit can add up to +25 BHP power improvements!

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit.....	£150.00
These are the very best springs you can buy for the EP3. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides.	
EIBACH Pro-Kit -15mm lowering spring kit - All the advantages of our -30mm kits but with less lowering!.....	£159.00
EIBACH Front adjustable camber bolts (essential on lowered cars).....	£25.00
EIBACH Rear fully adjustable camber bolts (to get the very best handling).....(pair)	£135.00
BILSTEIN B4 Shock absorber kit (front & rear shocks).....(set 4)	£385.00
BILSTEIN B8 Sports up-rated shock absorber kit (front & rear shocks).....(set 4)	£655.00
BILSTEIN are arguably the Worlds best shock absorbers, developed on the Nurburgring they offer fantastic chassis control without the extremes of coil-over set-ups. Simply the best real World suspension solution.	
TEIN S-Tech lowering spring kit -20mm.....	£228.00
TEIN BASIC coil over suspension kit (adjustable height only).....	£708.00
TEIN Superstreet coil over kit (adjustable height & damping).....	£804.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping).....	£1,080.00
EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability).....	£108.00
JDM Rear Anti Roll Bar (including bushes).....	£102.50
E-TECH front polished alloy strut brace.....	£87.50
E-TECH front wide-bar lightweight alloy strut brace.....	£170.00
ABP Fast Road suspension geometry set-up (including front camber bolts).....	£155.00

This set up in ABP's workshop improves the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

BRAKES

STOPTECH Fast Road Front brake pads (set).....	£49.00
STOPTECH Fast Road Rear brake pads (set).....	£38.00
STOPTECH Front Sport Stop Grooved brake discs (pair).....	£190.00
STOPTECH Rear Sport Stop Grooved brake discs (pair).....	£140.00
POWERSLOT Front 350mm Big-disc conversion kit.....	£355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs. Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.	
STOPTECH Touring 300mm 4-POT Brake conversion kit*.....	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot caliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
EIBACH 15mm Pro-Spacer kit* (required to fit Touring kit behind OE Honda wheels).....	£108.00
STOPTECH BBK 328mm Brake caliper conversion kit.....	£1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. This kit fits behind the original Honda 17" alloy. Choice of Red or Black calipers	
FERODO DS2500 Front high performance brake pads.....	£99.50
FERODO DS2500 Rear high performance brake pads.....	£91.50
EBC Red Ceramic Front high performance brake pads.....	£87.00
EBC Red Ceramic Rear high performance brake pads.....	£58.00
EBC Turbo Groove drilled & grooved front brake discs.....(pair)	£245.00
TAROX G88 40-Groove high performance front brake discs.....(pair)	£217.00
GOODRIDGE Stainless steel 4-line brake hose kit (zinc plated unions).....	£62.00
MOTUL RBF600 High performance brake fluid (1/2 LT).....	£15.50
FOIATEC Caliper paint kit (various colours).....	£24.90

OTHER ITEMS

HKS Iridium spark plugs (set 4).....	£82.00
NEUSPEED Short Shift gear lever kit.....	£95.00
EXEDY OE 3-piece Clutch kit - Fitting service available.....	£195.00
PIAA Headlight bulb upgrade kits (Set of 4 bulbs - sidelight, dip/main beam).....	from £65.00
PIAA Silicone front wiper blade kit (pair of silicone wiper blades).....	£43.00
YOKOHAMA 215/40X17 PARADA Spec 2 tyre.....	£92.00
YOKOHAMA 215/40X17 ADVAN NEOVA A008 tyre (ultimate track day tyre).....	£156.00

ABP recommend changing the original 205/45x17 tyres to the better 215/40x17 size. Wider, slightly lower profile these tyres offer improved handling, grip, feel and they're cheaper!

← SERVICING - See FN2 Listing

01270 567 177

NEXT DAY DELIVERY

PHONE TODAY FOR NEXT DAY DELIVERY* or WHY NOT CALL INTO OUR SHOWROOM TO COLLECT OR LET US FIT THE PARTS FOR YOU IN OUR FULLY EQUIPPED ON-SITE WORKSHOP

* Orders must be placed before noon and are only available on stock items (excluding Sunday). Please phone for postage prices on your order

~ EXPORT ORDER ARE WELCOME ~

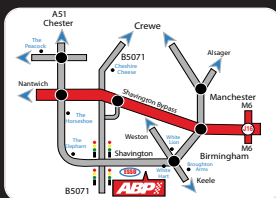
Orders can be placed by phone with a credit/debit card for immediate despatch. Postal orders and cash are also acceptable. At ABP full security checks are made to ensure the validity of the credit card holder. All attempted credit card frauds are reported to the police.

www.abpmotorsport.co.uk

~ ALL PRICES INCLUDE VAT ~

We reserve the right to change prices in accordance with certain manufacturers. Rights of cancellation details supplied. Prices are correct at time of going to press. E&OE.

How to find us



ABP Motorsport
416 Newcastle Road, Shavington,
Crewe, Cheshire CW2 5EB
Fax 01270 568177
sales@abpmotorsport.co.uk

Opening Hours
Mon-Fri 8.30am - 6.00pm
Sat 9.00am - 3.00pm

WORKSHOP FITTING SERVICE

Our fully equipped modern workshop allows us to carry out a full range of servicing, maintenance & performance modifications in-house. Staffed by fully qualified enthusiastic technicians trained to the highest standards we are able to skilfully fit, set-up, tune and optimise any modifications to get the best out of your car - This is our passion! From regular manufacturer spec servicing, MOT testing, performance tuning & chassis development to full on track day preparation we can offer the complete service.

ABP's workshop carries Cheshire County Council Trading Standards approval assuring you of the highest quality and 1st class customer service. ABP achieved Trading Standards first perfect 100% mystery shop result in August 2010.

ABP were awarded CAT magazines coveted title of National Garage of the Year in both 2010 and 2011. An award we all take very seriously and testament to our very high standards.

- Performance Parts Installation
- Manufacturer Spec Servicing
- Suspension Fitting Specialists
- Wheel alignment & Suspension Geometry
- Maintenance & Repairs
- MOT Testing Station
- Customer Supplied Parts Fitted
- Clutch fitting
- Cam / Timing Belts Replaced
- Fully Skilled & Experienced Staff
- Trading Standards Approved
- National CAT Garage of the Year 2010 & 2011



SERVICING AND MAINTENANCE

We offer a full servicing & Maintenance service to our customers. ABP Service all cars to manufacturer specification therefore maintaining warranties & correct service history!

The advantages our service gives you over & above the dealers (or stealers!) are:

- Enthusiastic passionate staff
- Guaranteed level of personal service
- Full range of services including modifications
- Competitive Labour prices
- All makes / models worked on
- No problems with imports
- One-Stop tuning shop

Full range of servicing / maintenance available including timing belts, clutches, brakes, suspension & steering work.

Please phone with your exact requirements and we will be happy to advise and give competitive prices.

WHEEL ALIGNMENT & SUSPENSION GEOMETRY

- Vague Steering?
- Steering wheel miss-aligned?
- Excessive or uneven tyre wear?
- General poor handling?



Lots of Japanese cars have fully adjustable wheel alignment, castor adjustment & camber adjustment both front and rear. Manufacturer's geometry specifications allow for very generous tolerances which can lead to poor handling, excessive tyre wear, vague steering feel and even reduced MPG!

ABP can 'blueprint' your suspension geometry settings allowing you to benefit from maximum steering response & improved grip along with improved tyre life and increased economy. We have the latest computerised 4-wheel alignment equipment and are able to optimise the geometry settings on your car.

ABP can also offer unique FAST ROAD settings for many cars offering improved handling and turn in by introducing more extreme alignment practices. We can also set your geometry up to your own individual spec for track use or drifting etc.

Please phone for exact prices on your car & prepare to feel the differences immediately.

Examples

Full suspension 4-wheel alignment check and report (no adjustment)	£55.00
Front Wheel Alignment check & adjust.....	from £35.00
Front & Rear Wheel Alignment check & reset	from £75.00
Subaru Impreza Turbo / STi / WRX & Mitsubishi EVO 5-10	£135.00
Check and reset front & rear Wheel Alignment & Camber angles to Fast Road spec	
HONDA S2000 Check and reset front & rear Wheel Alignment; Camber and Castor angles to Fast Road or Honda spec.....	£140.00
Honda Civic Type R EP3 ABP Fast Road suspension geometry set-up (Including front camber bolts)	£155.00
This set up includes supplying & fitting adjustable front camber bolts, reset the front & rear Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling and reduced tyre wear!	
Honda Civic Type R FN2 ABP Stage 1 Fast Road suspension geometry set-up (Including camber bolts)	£135.00
This set up includes supplying & fitting adjustable front camber bolts, reset the front Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling.	
Honda Civic Type R FN2 ABP Stage 2 Fast Road suspension geometry set-up (Including bolts & rear shim kit)	£224.00
As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.	

SUSPENSION AND LOWERING

ABP can provide various levels of suspension tuning for all Japanese vehicles. We offer a full fitting service on over 7 manufacturers lowering spring options, numerous sports shock absorbers and many complete adjustable suspension kits including fully adjustable coil-over kits.

Spring kits available from EIBACH, TEIN, SPAX, H&R, GMAX, KW and Pi

Shock Absorbers available from KONI, BILSTEIN, KW, SPAX and EIBACH

Suspension kits available from EIBACH, KONI, BILSTEIN, TEIN, KW, H&R, SPAX & GMAX

Lowering spring kits supplied & fitted

Sports suspension kits supplied & fitted

Fully adjustable coil-over suspension kits supplied & fitted

Phone ABP for a price on either lowering or making your car 'Really Handle!'

FITTING PRICES

ABP can fit all of the parts that we sell and we are also happy to fit customer provided parts in our workshop.

Here are some general fitting prices for our workshop:

Sports exhaust systems fitting	from £55.00	Wheel alignment checks	from £55.00
Performance air filter induction kits fitting	from £55.00	Timing / Cam belts fitting	from £82.50
Brake discs & pads fitting	from £82.50	Clutch kits fitting	from £165.00
Big Brake conversion kits fitting	from £110.00	Pre / Post Track day check-over	from £55.00
Suspension kit fitting	from £165.00		

Please phone ABP's workshop on 01270 567177 for accurate prices on fitting parts to your car or to arrange a workshop booking time.

ALL CARS CATERED FOR - PLEASE CALL

All labour prices do not allow for seized, broken or damaged components on your car.



ABP are an official UK importer of STOPTECH brakes and offer the full range of high performance brake pads, brake discs and the AWESOME caliper conversion kits. Used extensively in Time Attack series cars these kits are reputed to be the best available. Full range of 4 & 6 pot kits available for most Japanese cars please call for prices to make your car STOP!

STOPTECH High performance brake pads.....	from £38
EVO 5-9 & Impreza STi FRONT & REAR brake pad set	£118
STOPTECH High performance grooved brake discs.....	from £140
Mitsubishi EVO 5-9 Front grooved brake discs.....	£225
Mitsubishi EVO 5-9 Rear grooved brake discs.....	£195
Honda Civic Type R FRONT & REAR grooved brake disc kit.....	£330
STOPTECH Big Brake Caliper conversion kits.....	from £995
Honda Civic Type R EP3 & FN2 Touring kit (300mm).....	£995
Honda Civic Type R EP3 & FN2 (4-pot 328mm).....	£1,450
Mitsubishi EVO 7-10 (4-pot & 6-pot kits).....	from £1,550
Nissan Skyline R32, 33, 34 (4-pot & 6-pot kits).....	from £1,550

Full range available for Honda, Lexus, Mazda, Nissan, Subaru & Toyota



AEM offer the very best intake kits for your Japanese car. AEM lead the way in air filter technology and now use the revolutionary DRYFLOW filter units. ABP are an official AEM importer dealing directly with the manufacturer!

• Massive Range stocked • Excellent power gains • Call for prices

Cold Air Intake Kits

Honda Integra Type R DC2	£269.00
Honda Integra Type R DC5	£255.00
Subaru Impreza inc. STi (2001 on)	£262.00
Subaru Impreza Inc STi (2008 on) +308HP	£255.00
Mazda MX5 (2006 on)	£275.00
Mitsubishi EVO 10 +168HP.....	£275.00

Short Ram Intake Kits

Mitsubishi EVO 7, 8, 9 (inc. heat shield)	£235.00
Nissan 350Z (inc. heat shield)	£315.00
Subaru Impreza inc. STi (2001 on)	£169.00
V2 Dual Plenum Air Intake Kits	
Honda S2000	£275.00
Honda Civic Type R EP3 & DC5 Integra.....	£265.00



ABP are official importers UK importers of DC Sports products direct from the USA.

Products include ceramic coated & stainless steel exhaust manifolds and stainless steel exhaust systems.

DC Sports Exhaust Manifolds

Honda Civic Type R EP3 Stainless Steel Race manifold - (These fully polished manifolds also remove the catalyst)	£395.00
Nissan 350Z Ceramic Coated tubular sports manifolds (pair)	£475.00
Mitsubishi EVO 5-9 Large Bore Stainless Steel Race Manifold	£399.00

DC Sports SCS Stainless Steel Exhaust Systems

Honda Integra Type R DC2	£399.00
Honda Integra Type R DC5	£430.00
Honda Civic Type R EP3 (inc. removable baffle).....	£430.00
Mitsubishi EVO 7, 8 & 9	£449.00
Nissan 350Z (Sounds like a 911 Race car!)	£699.00
Subaru Impreza (2002 on) inc. STi & WRX.....	£425.00

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE



EIBACH produce the Worlds finest springs with quality second to none. Not only do they improve the looks of the car but they also offer better handling with improved ride quality. ABP offer the full range of EIBACH suspension products available including lowering spring kits, suspension kits, alignment products and wheel spacer kits. PLEASE CALL



Bilstein produce a massive range of shock absorbers and suspension kits for Japanese cars including 84 replacement dampers, B6 & B8 sports shock absorbers and fully adjustable coil over suspension kits. All Bilstein development work is carried out on the legendary Nurburgring.



ABP can supply and fit the full range of HKS tuning products from Japan. HKS offer some of the finest quality tuning parts available in the World. Products available include sports air filter kits, sequential dump valve kits, iridium spark plugs, exhaust systems, intercoolers, boost controllers, suspension, cams, electronics and more. PLEASE CALL



K&N were the original sports air filter manufacturer and offer the largest choice for Japanese cars. They make sports air filters for every car including F1 and WRC teams.

- Replacement elements from £29
- S71 induction kits from £64.00
- Typhoon induction kits from £13



ABP stock the full range of PIAA products including bulbs, silicon wiper blades, lamps and vision products. PIAA produce a massive range of lighting products to suit all applications and they are used extensively in motorsport throughout the World. Don't confuse PIAA bulbs with the cheaper brands out there as PIAA are THE BEST.

- LED Sidelight bulbs from £24.50 • Headlight bulbs from £35.00 • Silicon wipers from £21.50



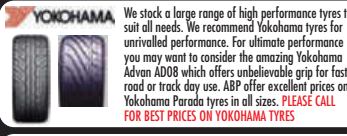
We offer the full range of TEIN suspension to suit all needs & budgets. TEIN offer kits to suit road, track day, drift or competition use. Choose from a lowering spring kit to a fully adjustable coil over kit with adjustable alloy top mounts. Kits available for Honda, Lexus, Mazda, Mitsubishi, Nissan, Subaru & Toyota.

- Lowering Springs from £155
- Coil-Over Kits from £660

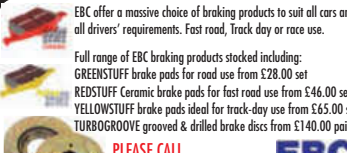


TaroX G88 40-Groove brake discs offer awesome braking performance under the most extreme conditions. Unique heat treatment process makes these one of the strongest discs available. Full range of uprated brake discs, brake pads and big caliper conversion kits available for most Japanese cars. PLEASE CALL

- Fast Road brake pads from £49.00
- G88 40 Groove brake discs from £159.00
- TAROX big brake caliper kits from £1,250



We stock a large range of high performance tyres to suit all needs. We recommend Yokohama tyres for unrivalled performance. For ultimate performance you may want to consider the amazing Yokohama Advan A008 which offers unbelievable grip for fast road or track day use. ABP offer excellent prices on Yokohama Parada tyres in all sizes. PLEASE CALL FOR BEST PRICES ON YOKOHAMA TYRES



EBC offer a massive choice of braking products to suit all cars and all drivers' requirements. Fast road, Track day or race use.

Full range of EBC braking products stocked including: GREENSTUFF brake pads for road use from £28.00 set REDSTUFF Ceramic brake pads for fast road use from £46.00 set YELLOWSTUFF brake pads ideal for track-day use from £65.00 set TURBOGROOVE grooved & drilled brake discs from £140.00 pair

PLEASE CALL



ABP offer the full range of FERODO high performance brake pads. The DS2500 range is ideally suited to extreme road use and is an ideal track day pad. Massive range available to suit all popular Japanese high performance cars. Other compounds are available for more extreme track use or full race applications.

- Honda Civic Type R EP3 & FN2 Front DS2500 Brake pads £99.50
- Honda Civic Type R EP3 & FN2 Rear DS2500 Brake pads £91.50

PLEASE CALL

PLEASE CALL TODAY FOR PRICES/INFORMATION ON ALL THE ABOVE PRODUCTS

COMIC GENIUS

CHRIS SMITH'S 370Z IS SO OUTRAGEOUS IT'S ALMOST UNREAL. WITH AMUSE STYLING AND ENOUGH HORSES TO BACK UP THE SWAGGER, IT'S AN ASTOUNDING WORK OF COMIC FANTASY...

WORDS: DANIEL BEVIS PICS: MATTHEW DEAR



Automotive fashion these days, one might argue, is toward the caricature – particularly when it comes to Japanese cars. Sure, in the Euro scene there are staggering efforts put into the pursuit of the ‘clean’, a look that originated in Belgium and Germany and focuses on shaving, smoothness and simplicity, and this has done much to put the

woes of the bodykits of the 1990s behind us, but it’s very noticeable in the JDM scene (and the BMW scene, too, come to think of it) that some people are going all-out to make their cars look like cartoons. Take a peep at the wares offered by Liberty Walk or Rocket Bunny for evidence – massive bolt-on arches, sarcastically large spoilers,

obscene camber angles, ever-deeper realms of wheel dish... OK, it’s not quite bosozoku, but that manner of mayhem is closer to the mainstream than it’s ever been. Extremity sells, and a lot of people really want their car to look like a fictional, animated construct. This is no bad thing. In fact, it offers a lot of scope for creativity.

Happily for Nissan’s perky

little 370Z, it already kinda looks like a cartoon in factory-standard form. Those massively pumped-up rear haunches belie the car’s diminutive footprint, the front end looks like it’s asking you a question, the tail-lights appear to be squinting in apology for leaving you in its dust. Everything about it speaks of a mad fusion of the values of Pixar and Warner Brothers –





THE ZED SHED
'THE ZED SHED IS JUST MY GARAGE, REALLY,' CHRIS EXPLAINS. 'WE JUST TRY TO HELP Z OWNERS OUT WHERE AND WHEN WE CAN.' IT'S NOT A COMMERCIAL ENTERPRISE, MORE A GROUP OF LIKE-MINDED INDIVIDUALS SHARING A BIT OF EXPERTISE, GRAFT AND ENJOYMENT. THEY DON'T CHARGE FOR THE WORK AND IT'S A PRETTY HANDS-ON AND INCLUSIVE VIBE, ALTHOUGH DONATIONS ARE WELCOMED (EVEN IN THE FORM OF DONUTS). DOES THIS MEAN THAT PEOPLE TAKE THE MICKEY AND USE IT AS AN EXCUSE TO GET THEIR CARS MODIFIED ON THE CHEAP? NO, NOT A BIT OF IT. THESE GUYS ARE hardcore ENTHUSIASTS, AND THEY'RE ALL IN IT TOGETHER

and that's just in stock form. Slap an Amuse bodykit on there and suddenly it's not just the car that's cartoonish, it's everything near it, too, it draws everything into a pastel-hued miasma of surreality. Just ask Chris Smith, the owner of this particular disco-infused Z-car...

'It certainly generates a lot of interest, and turns heads wherever it goes,' he grins. 'I've lost count of the number of times that people have stopped whilst in a petrol station or pulled up alongside us to take photographs.'

Chris has a deep-seated interest in the modern Z-car

'FRIENDS COME TOGETHER FOR A BEER, BBQ AND A HEALTHY DOSE OF Z-CAR SPANNERING'



genre, as a regional events organiser for the 350Z-uk.com forum and owners' club. 'It all started when I left school,' he explains. 'I was modifying rally cars and working on fast Fords, and I worked as a mechanic until I joined the Army; after leaving the Army I got back into the modified car scene, and when we eventually got a house with a garage I decided to build my first modified Japanese car. I picked the Nissan 350Z, which ticked all my boxes, plus I love the look of them. Nicknamed 'The Bitch', it ended up with a fully forged supercharged engine with NOS and water

methanol injection, with over 500 rear wheel horsepower. A heavily track oriented car, that.' The passion is strong, then, as are the credentials. So how did Chris get from there to here?

'Well, it was a natural progression from the 350Z, really,' he explains. 'I wanted something that looked equally good, but was a little more refined and modern. I love my gadgets! So the 370Z seemed like the perfect thing.' He's certainly onto a winner in terms of the spec – Nissan's decision to shoehorn a potent 3.7-litre V6 into the baby coupé offers a little of the GT-R fury to those

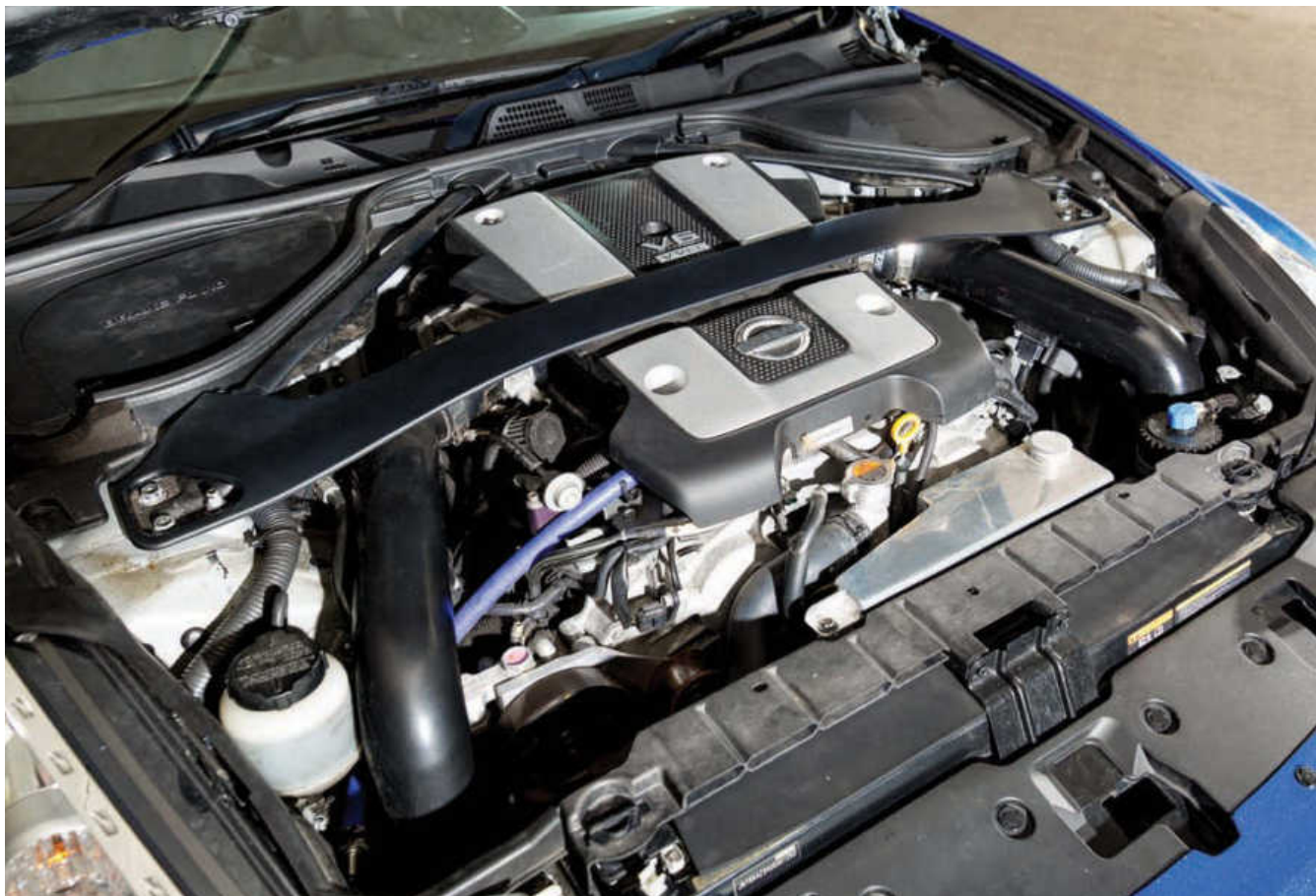
who fancy something a bit more TT-baiting and, of course, if you're as keen on modifying as Chris, that belter of a bent-six is merely a starting point.

As part of his involvement in 350Z-uk.com, Chris is instrumental in running a friendly little community called The Zed Shed. It's not run as a business, it's more a symbiotic garage enterprise for forum friends to come together for a barbecue, a beer, and a healthy session of Z-car spannering. Bring the parts, bring some donuts, and the guys all pitch in to make your Zed better. All very encouraging, isn't it? It's

evidently a very inclusive scene.

A couple of former Zed Shed builds, Buster Ellis and his wife's pair of 350Zs, have appeared in these pages before, which helps to back up the community's creds. How, then, does this history inform the development of Chris's shiny new 370Z? Well, it was always going to be fast and sleek, that's just the way he operates. When you've got a formula that strong, it'd be foolhardy to mess with it.

'A fellow forum member, Darren B, owned this car before me,' says Chris. 'He's a good friend and we've worked on



many a car together. He had already supercharged it but had kept it as a street sleeper. It was immaculate, had very low mileage, and I couldn't resist.'

Yep, you read that right – supercharged. In fact, we're talking about a Stage 1.5 GTM blower setup which, along with a variety of further engine upgrades including improved fuelling and breathing, led to a recently verified 440bhp at the wheels. Which, as any Top Trumps nerd will tell you, is the same as a Lamborghini Countach 5000S – and cars don't get a lot more cartoonish than that. Chris is in good company.

'The original plan was to build another good-looking, fast Japanese car that stood out from the crowd, but could still

be used as a daily driver, unlike the incredibly harsh, track oriented 350Z,' he recalls. 'This didn't need to be a devastating track car, as I also own a Radical SR3 which provides those sorts of thrills, so I could focus on turning this into a formidable road car.'

Step one of the transformation actually came before the car had even been purchased, as Chris was so sure on the idea of buying a 370Z that he'd already sourced and secured a Power House Amuse bodykit to fit one. 'It's the best-looking kit for the 370,' he reckons, and he's got a point – the integrated carbon-fibre detailing on the front and rear bumpers is particularly impressive. 'It all sort of progressed from there,' Chris

laughs. 'The custom wings and the carbon-fibre bonnet came soon after, and I've been through a couple of sets of wheels before landing on these 19in Lineas. And then I decided that the standard 'retail silver' that the car came in just wasn't cutting the mustard – I like to stand out a bit. A friend of mine owns a company that specialises in wrapping cars, so I took my wife along for her opinion as to what colour would look good...' And it has to be said that Mrs S has played an absolute blinder on the colour front, the shimmering blue vinyl offering a whole galaxy of sparkles when the sun hits it, almost like a seventies metalflake. Every new angle catches the light in countless surprising ways, it really is

**AMUSING STYLE
POWER HOUSE AMUSE IS AN
ICONIC NAME IN THE JAPANESE
AFTERMARKET. SCENE
AFICIONADOS AND GRAN TURISMO
ENTHUSIASTS WILL BE FAMILIAR
WITH THE AMUSE S2000 GT1,
TANABE-SAN'S VISION OF A
BIG-POWER WIDEBODY S2K WITH
A BALLISTIC TRACK FOCUS, AND
THE CARBON-R, A CARBON-FIBRE
BODIED R34 GT-R WITH JGTC-
BAITING PERFORMANCE AND A
KERBWEIGHT OF 1100KG. IT'S A
BRAND WITH A STRONG JDM
TUNING HERITAGE, AND TODAY
IT'S ESPECIALLY POPULAR WITH
Z-CAR ENTHUSIASTS, WITH THE
BODY ADDENDA FOR THE Z33 AND
Z34 OFFERING GENUINE AERO
BENEFITS AND UNIQUE LOOKS**

impressive to behold. It almost doesn't look real. Y'know, as if it were in a cartoon...

'I had to get a few more gadgets in there, too,' Chris continues, 'so the next job was to build up the custom pillar pods with their Glowshift



'EQUIPPED WITH A GTM SUPERCHARGER THE 370Z'S V6 NOW MAKES A BALLISTIC 440BHP AT THE WHEELS'



ENGINE

3.7-litre V6, VQ37VHR engine, Stage 1.5 GTM supercharger kit, upgraded 3in intakes, ID 1000cc injectors, CJM fuel return system with rising pressure regulator, Turbo Dynamics blow off valve, baffled catch can oil system, 340lph fuel pump, Berks resonated catalytic converters, Stillen exhaust system, 24-row Setrab oil cooler with filter relocation and Mocal thermostat, fully braided lines, stainless steel expansion tank

TRANSMISSION

Stock six-speed 370Z (for now...)

BRAKES

Stock 370Z discs and pads (for now...)

SUSPENSION

Eibach lowering springs, Eibach anti-roll bars

WHEELS & TYRES

9.5x19in (front) and 11x19in (rear) Linea LC818 alloys with 245/40/19 (f) and 285/35/19 (r) Michelin Pilot SuperSports, Muteki wheelnuts, 25mm spacers

INTERIOR

Illuminated door sills, GT-R start button, reverse camera, custom pillar pod with Glowshift gauges, twin AFR, oil pressure and boost

EXTERIOR

Amuse front and rear bumpers with integrated carbon-fibre, Amuse side skirts, Amuse rear spoiler, carbon-fibre bonnet, Stillen rear windscreen spoiler, vented wings, custom blue wrap

THANKS

'All the other members of the 350Z-uk.com forum for their support during the build. It is a fantastic forum with really genuine people, many of whom have become lifelong friends. A really big thank you to Chris at Tarmac Sportz for helping me source and import some incredibly hard to find parts. Last but not least Bob 'Buster' Ellis for all the hours that he has toiled with me fitting custom parts and modifications.'



gauges.' This makes the command centre a veritable geekfest of information, as the little Nissan isn't exactly short on dials to begin with. The general high-tech feel that these cars' interiors are infused with is keenly cranked up a notch, and the illuminated sills and GT-R start button merely add to this. If The Simpsons' Professor Frink drove a 370Z, this is what it'd look like inside.

'The biggest hurdle in the build has been sourcing the parts,' says Chris, voicing a reality all too familiar to Z-car enthusiasts. 'They're really easy to get in the US, but not here in the UK. Chris at Tarmac Sportz has been a big help in finding

and importing some rare and obscure stuff for me, he made it all a lot less difficult!'

It's this sort of community spirit that has helped Chris to realise his vision – being an integral cog in the mechanism of the scene has conveniently greased the wheels, and he now finds himself in the driving seat of exactly what he was hoping for: a formidable, muscular, impressively fast Z with unique aesthetics and a boisterous persona. 'It's a fun car that I use for shows and events, meets with other members and car clubs,' he says. 'It's also used at weekends and for cruising – really, I never need an excuse to drive it! We've recently returned

from a trip to the Nürburgring, and it was a pleasure to drive the thousand-mile round trip. It performed admirably on-track, too.' Which is just as it should be, of course.

It looks stunning, it goes like a traction engine with a V-2 rocket up its backside and, most of all, it looks like it was digitally rendered by a bunch of nerds in California. When you see it rumbling by, it's like there's a glitch in the Matrix, or you've accidentally fallen inside your TV. It's almost comically unreal, and that somehow makes it a deadly serious thing. Like Dick Dastardly or Skeletor, this is a cartoon villain that you really oughtn't mess with. **JP**



HIGH PERFORMANCE PUMPS

TI Automotive

UK Distributor / Warehouse

Tel: +44 (0)1784 493 555

Email: sales@glencoeltd.co.uk



Made in the USA



FAST ROAD

'IN TANK PUMP' UPGRADES

From £59.00

Pump kits.....£63.40



FAST ROAD

'OUT OF TANK' (3 BAR) REPLACEMENT PUMPS

From £94.10

MOTORSPORT 'OUT OF TANK'



325 LTRS/HR

5 BAR FUEL PUMP (270 LTR / HR @ 3 BAR)

From £99.50

MOTORSPORT 'IN TANK PUMP'

190 LTRS/HR

350 BHP £65.80

255 LTRS/HR

500 BHP £74.64



400 450

LITRES/HR

2 YEAR WARRANTY

EXTREME FUEL

For

EXTREME POWER

MOTORSPORT

400 LTR/HR

Upto 600 BHP

Pt.No. GST400 (PUMP ONLY)

GST400K (PUMP KIT)

from £102.10



MOTORSPORT

450 LTR/HR

Upto 750 BHP

Pt.No. GST450 (PUMP ONLY)

GST450K (PUMP KIT)

from £123.20



Prices exclude VAT @ 20%

www.glencoeltd.co.uk

- www.part-box.com | sales@part-box.com | +44 (0)121 557 2707 -

Cusco Japan are one of the premier tuners in the World. They have extensive experience in GT, Formula, and World Rally Events. They design not only suspension and chassis components, but also engine tuning, clutches, oils, final gears, intake systems, chassis under reinforcements, limited slip differentials and more!



PROGRESSIVE EQUIPMENT

CUSCO

**Limited Slip Diffs
Suspension Kits
Roll Cages**

Discounts available
If your car displays **Cusco** decals!

Part BOX
www.part-box.com

**Clutch Systems
Body & Chassis
Engine Parts**



RALLYARMOR® PREMIUM RALLY MUD FLAPS



- STRONG • FLEXIBLE
- IMPACT RESISTANT URETHANE
- RALLY STYLING

UNIVERSAL MUDFLAPS
FROM £35

BASIC MUDFLAPS
FROM £60

CLASSIC MUDFLAPS
FROM £92.55

URETHANE MUDFLAPS
FROM £118

ARK



There's exhaust systems, then there's
Ark Performance exhaust systems
Xtreme Quality makes Xtreme Performance



COBRA SPORT



Cobra Sport exhaust systems are manufactured
from certified grade 304 stainless steel and TIG
welded for a superior quality finish and come
with a lifetime warranty for the original purchaser,
giving you ultimate peace of mind.

De-Cats from £60

Rear Boxes from £165

Catbacks from £295

zun sport



All Zunsport grilles are made from premium
quality stainless steel wire mesh regardless of
whether you choose a chrome, or a black finish

TOP GRILLES FROM £35.93

REAR GRILLES FROM £41.08

SIDE GRILLES FROM £43.54

FRONT GRILLES FROM £60.84



"We have a vast range of performance exhaust systems and exhaust related products, suspension upgrades, turbo's, brake upgrades, engine products, intakes, vehicle styling, alloy wheels and more, all available to order online."

WWW.TARMACSPORTZ.CO.UK



SALES@TARMACSPORTZ.CO.UK

SWEET DREAMS ARE MADE OF VS

WORDS: DAN FURR PICS: OLLIE WILDSMITH

DAN CADDICK'S LIFELONG AMBITION TO OWN A MITSUBISHI EVOLUTION V HAS FINALLY BEEN REALISED THANKS TO THE ACQUISITION AND BUILD OF HIS STUNNING 590BHP TRACK-FOCUSED LANCER...

Few of us get to own our dream cars, and those that do often find themselves underwhelmed following years of anticipation and a build up of excitement that falls flat when the ride in question fails to live up to expectation.

For 26-year-old Mitsubishi fan, Dan Caddick, however, nothing could be further from the truth. 'I've always wanted to own an Evo V. I had posters of the model plastered all over my bedroom wall when I was a kid, and I'm delighted to report that the example I eventually bought delivered everything I'd hoped for...and so much more!' he beams.

Dan's route to Lancer ownership took him on an automotive journey that saw various MGs, BMWs and Renaults sat on his driveway. He even spent a period of time piloting a drift-spec Nissan Silvia S15!

'I bought an aero-kitted Spec-R that had seen a fair amount of track action before my name appeared on its logbook. The Nissan served me well, but my burning desire for an Evolution was impossible to ignore, resulting in the sale of the S15 a year after I bought it,' he adds.

The fifth-gen Evo that would replace the Silvia entered Dan's world during the April of 2013. The white wonder was already packing a forged two-litre lump that was chucking out 370bhp. Better still, the seldom-used motor had been pampered by an elderly owner who had used it to cover no more than 3000 miles a year!

Dan's original plan was to replace the 'horrible' aftermarket wheels that he inherited with his new toy, tidy up some scuffed paintwork and enjoy some track action, but his first job involved some serious sucking up to his long-





'SILENCE WAS RESTORED WHEN THE EVO ATE ITS OWN ENGINE'



suffering wife, Hayley. 'We'd been holidaying at Center Parcs in Woburn Forest when I was caught scanning online classifieds for Evo Vs,' he continues. 'The trip was supposed to be a relaxing getaway for Hayley, myself and our six-month-old son, but I spent the entire vacation banging on about this tidy low mileage Lancer that I'd seen advertised for sale on the Pistonheads website. To make matters worse, I went on to pay a sizeable deposit for the car without seeing it in the metal, and I began to look forward to the day that our holiday was over so that I could collect my

new ride from its then-London residence!' he chuckles.

If peace and quiet was something that Hayley was hoping to experience, then Dan's incessant Evo-talk followed by the car's arrival at the couple's West Midlands pad well and truly put paid to any notion of calm and tranquility that she may have been daring to entertain either during or after her holiday. Furthermore, her octane-obsessed husband's decision to 'pump up the volume' by introducing a three-inch Blueflame stainless steel exhaust system, a Forced Performance Black FP turbocharger and a TiAL blow-off

valve to the proceedings did nothing but obliterate her increasingly under-threat sense of serenity! Well, that was until silence was restored when the car ate its own engine...

'I bought a beautifully painted cam cover to match the Midnight Candy Blue Rota G-Force multispokes that I'd shoved under each wheel arch,' Dan tells us. 'I was readying the car for a fast-approaching day of track action at my local racing circuit, yet I noticed oil pressure problems almost as soon as the new cam cover was in place. With more than a little in the way of concern, I swapped out the under-bonnet oil pressure relief

valve and carried out a number of oil changes in an attempt to rectify the problem. It was when fresh oil proved itself to be contaminated with foreign objects that I really began to worry,' he grimaces.

His anxiety was justified; instead of adopting a safe method of soda blasting, the appointed bodyshop sandblasted the cam cover before coating it in colour. This might not have been too much to worry about had it not been for the fact that the part wasn't properly cleaned before being painted and shipped to Dan, resulting in sand entering the guts of his Evo's engine.





Removal of the car's cylinder head confirmed Mr Caddick's worst fears, with obvious damage inflicted upon block bores. Nothing short of a complete rebuild was required. 'I was given receipts amounting to eighteen grand when I bought the car,' he explains. 'The paperwork suggested that the now-defunct forged engine had been built by Indigo GT, a tuning firm in southern Wales that specialises in the modification of high-powered Japanese vehicles. It made sense to contact them when it came to resurrecting my Evo, and the company's head honcho, Ant, couldn't have been more

accommodating when I suggested an improved specification and equipment list for my mangled Mitsi,' he adds.

A target figure of 500bhp was discussed, but it was at that point that Dan stumbled upon an advertisement for a fully built 2.3-litre stroker 4G63 that was collecting dust in Ross Sport's Cambridgeshire workshop. Originally built by Norris Designs as one of two engines delivered to a racing team for competitive use, this particular powerplant had returned to Norris HQ in Melksham for a rebuild at the end of its first season of action. It was then shipped to the team's sponsor, Ross Sport, in Ely.

Meanwhile, the group in question had disbanded, leaving a freshly built – and heavily tuned – 4G63 looking for an engine bay to occupy.

'I bought the Norris unit and I had it sent to Indigo GT on a crate,' recalls Dan. 'The engine features a 100mm stroker crankshaft, Clevite bearings, Manley rods, JE oversized forged pistons, a Stage 2 cylinder head, Kelford camshafts and ARP fasteners throughout,' he says. These were the perfect ingredients for exceeding the 500bhp mark (let alone reaching that figure, as Dan had originally intended!), and Ant set about bolstering the tall engine with an

upgraded fuel system and improved airflow apparatus as he prepared the car for its

FIVE STAR
THE FIFTH GENERATION LANCER EVOLUTION DIFFERED FROM ITS PREDECESSOR INsofar AS IT WORE A FRESHLY-DESIGNED FLARED ARCH BODY KIT AND AN ADJUSTABLE REAR WING THAT ENABLED A VARYING DEGREE OF DOWNFORCE. WHEEL OFFSET AND TRACK WIDTH WERE ALSO ADJUSTED, HELPING TO INCREASE THE CAR'S CONTACT PATCH AREA AND ALLOW THE FITMENT OF BIGGER RIMS THAT WOULD WRAP AROUND BEEFED-UP BREMBO ANCHORS. ALTHOUGH POWER WAS SUPPOSEDLY THE SAME AS THAT PRODUCED BY THE EVO IV, AN IMPROVED TURBO ENHANCED THROTTLE RESPONSE, AND A FACTORY FIGURE OF 280BHP AND 275LB FT OF TORQUE WAS QUOTED IN THE DEALER SALES LITERATURE





WELSH RARE BITS
INDIGO GT HAS FORGED A REPUTATION AS ONE OF THE LEADING LIGHTS IN WALES WHEN IT COMES TO MODIFYING, FINE-TUNING AND THE SUPPLY OF RARE PARTS FOR HIGH-PERFORMANCE JAPANESE MOTORS. THE COMPANY HAS ITS OWN FOUR-WHEEL DRIVE COMPATIBLE DYNO, AND ACTS AS A DISTRIBUTOR AND INSTALLER OF MAPPING SOFTWARE FROM LEADING MANUFACTURERS INCLUDING ECUTEK AND REVO. GIVE ANT AND HIS TEAM A CALL ON 01495 719720, OR VISIT THE INDIGO GT WEBSITE AT WWW.INDIGO-GT.COM FOR FURTHER INFORMATION

new lease of life.

Injector Dynamics 1000cc fuel injectors, a Tomei fuel pressure regulator, a five-litre swirl pot and Aeromotive in-tank and Bosch external high-flow fuel pumps were soon being

managed by a Link G4+ standalone ECU equipped with anti-lag and launch control. Dan's Evo's Forced Performance turbocharger was carried over to the new configuration alongside an ETS intercooler and a Ross Sport induction system. Additionally, a C-TEC enlarged turbo elbow and a three-inch downpipe sat comfortably atop the Blueflame 'worst that was already attached to the car.

'I can't speak highly enough of Norris Designs,' stresses Dan. 'The firm gave Indigo GT all the information available concerning the purchased engine, including a recommended run-in procedure that stipulated specific rev, mile and time

increments that were used when testing the new nuts and bolts on Indigo's in-house dyno,' he says. This cross-company collaboration provided him with a great deal of confidence when it came to testing the car at the track. 'I ran my Mitsubishi on a base map for six hundred test miles before Indigo dialled in a cool 590bhp on custom software,' he grins, pointing out the 533lb ft of torque that is also now being generated by his excellent Evo!

Updates were soon applied to the Lancer's transmission, with an engineering outfit local to Dan's Wolverhampton-based place of work being charged with the job of rebuilding the

car's five-speed manual gearbox in a bid to help it cope with the aforementioned hike in horsepower. An Evo IX RS rear differential was imported from America and installed in order to delete the V's Active Yaw Control, and an ACT six-paddle clutch, a lightened flywheel and a short shifter were added for good measure.

The car's suspension was refreshed with D2 adjustable coilovers, Cusco strut braces and Powerflex bushes just before the engine build. Interior alterations were also implemented, with Schroth Racing safety harnesses, a rear bench deletion and R-Spec gauges appearing in anticipation



ENGINE

Norris Designs 2.3-litre 4G63, 100mm stroker crankshaft, Clevite bearings, 150mm Manley I-beam connecting rods, JE 85.5mm forged pistons, Norris Designs Stage 2 cylinder head, H11 head studs, ARP main studs, 1.6mm wire ring head gasket, Kelford 272 camshafts, painted cam cover, HKS timing pulleys, Zakspeed clear timing cover, Neverneverman oil catch can, Mocal 27-row oil cooler, Forced Performance Black FP turbocharger, TIAL blow-off valve, ETS 3.5in core intercooler, Ross Sport hard pipes with Reflectagold heat-wrap, Ross Sport 4in intake, high-flow K&N air filter, JMF high-flow exhaust manifold, C-TEC 3in turbo elbow and downpipe, 3in Blueflame downpipe-back stainless steel exhaust system, Sparktech coil-on-plug kit, Indigo GT custom map on Link G4+ standalone ECU with anti-lag and launch control, Injector Dynamics 1000cc fuel injectors, Tomei fuel pressure regulator, bespoke 5-litre swirl pot, Aeromotive in-tank lift pump, Bosch Motorsport fuel pump, Jap Parts enlarged core radiator, carbon-fibre spark plug cover, boot-mounted battery

PERFORMANCE

590bhp, 533lb ft torque

TRANSMISSION

Five-speed manual gearbox, ACT six-paddle clutch, ACT Prolite flywheel, Evo IX RS rear differential, short shift kit

BRAKES

Brembo four-piston front calipers, grooved discs, Carbotech XP10 pads, braided hoses

SUSPENSION

D2 adjustable coilovers, Cusco 3-point (front) and 2-point (rear) strut braces, Powerflex bushes throughout

WHEELS & TYRES

9x18in Rota G-Force alloy wheels powder-coated Midnight Candy Blue, 245/40/18 Federal RSR semi-slick tyres

INTERIOR

Schroth Racing four-point safety harnesses, rear seat deletion, R-Spec gauges (oil pressure, oil temperature, water temperature), AIM Failsafe air/fuel ratio monitor, Blitz boost controller, AMS gearknob, carbon-fibre centre console lid, upgraded speakers

EXTERIOR

Factory white paintwork, carbon-fibre NACA duct, carbon-fibre exhaust surround, Ganador stubby door mirrors, personalised registration plates

THANKS

Ant and the guys at Indigo GT for the mapping and engine installation, and a shout out to Chad Owen for being my personal mechanic at home!




of visits to some of the UK's best-loved tracks (Donington, Oulton Park and Curborough Sprint Course have all played host to this mighty Mitsubishi since the installation of its Norris-built engine). Indeed, Dan was having a whale of a time bombing about in his race-ready Evo V, but disaster was to come a-knockin' (literally) once again when yet another engine failure occurred at the beginning of 2015.

'A Supra-owning friend and I decided to go on a fun run along some of the best driving roads that Wales has to offer,' confirms Dan. 'I remember travelling along at speed and hearing a loud knock, as though something had bounced off the underside of my

car. I pulled over and inspected its chassis, engine bay and rear end, but I was unable to spot anything untoward. Hopping back into the driver's seat, I gingerly pulled out of the layby that I had stopped in. Everything seemed to be okay, but the engine killed itself as soon as I put my foot down,' he sighs.

The knock that he had heard was the sound of his 4G63's main crank bolt bouncing off of the Tarmac and smashing itself into the Evo's undercarriage, but that paled into insignificance when compared to the dreadful noise generated by pistons and valves making contact thereafter! Later investigation concluded that the crank pulley had worked its way loose. Fortunately, there was only

a light scratch on the face of one of the JE pistons, although a few ever-so-slightly bent valves needed to be replaced, too.

'Touch wood, the engine has performed brilliantly with its new valves in situ,' admits Dan. 'I'm trying to get as much seat time under my belt as possible now that the car is operating without fault, and I'm thinking about entering next year's Time Attack competition,' he reveals, unable to hide the grin on his face that stretches from ear-to-ear as he exercises his lead foot in an effort to show us just how quick his motor is. There's no doubt about it, for this lifelong Lancer fan driving his own modified Evo V is a dream come true! 





Performance Silicone Hose Kits

SamcoSport hoses are developed, tested and trusted by the world's best teams and drivers. This means you can rely on SamcoSport to perform every time you drive and with a lifetime warranty, it is a true fit & forget product. Each kit is designed and developed by an in-house team of engineers who use only original factory parts as guides to ensure design accuracy and fitment.



THE WORLD LEADER IN
PERFORMANCE SILICONE HOSE



EPR

EPR RACING

FOR ALL YOUR TUNING NEEDS.



EPR Products:

PLUS MANY MORE.....



New Arrival Aero Kits:

Official Dealers of:



GT86 Rocket Bunny Wide Kit



Evo X VA - Style Wide Kit



BRZ ZE-Style Wide Kit

AeroCatch
Goki
CARBON ACCESSORIES
JAP SPEED
D1 Spec
MOTOR RACING SPORTS



Official Sponsor of British Drift Championship

Tel: +44 (0) 1509 20888

Email: Sales@EPRacing.co.uk

Web: EPRacing.co.uk

SPECIAL OFFER*

13 issues for the price of 12

Just £3.30 per issue (UK)

CHRISTMAS

GIFT SUBSCRIPTIONS

FROM JUST £24.00



DIRECT DEBIT ORDER FORM

Or if you are subscribing in the UK for 1 year, pay just £21.50 every 6 months by Direct Debit. Simply complete the Direct Debit instruction below and return to: CHPublications Ltd, 1 The Alma Building, Brewerstreet Dairy Business Park, Brewer Street, Bletchingley, Surrey RH1 4QP



Originator's identification No: 8 3 7 9 6 5

reference number
(for office use only)

Name(s) of account holder(s)

Account no

Sort code

Name of bank

Address of bank

Postcode

Instruction to your Bank or Building Society

Please pay CHPublications Ltd Direct Debits from the account detailed in this Instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this Instruction may remain with CHPublications Ltd, if so, details will be passed electronically to my Bank/Building Society.

Signature(s)

Date
(I am over 18)

Direct Debit Guarantee

- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit CHPublications Ltd will notify you 14 working days in advance of your account being debited or as otherwise agreed. If you request CHPublications Ltd to collect a payment, confirmation of the amount and date will be given to you at time of the request.
- If an error is made in the payment of your Direct Debit by CHPublications Ltd or your bank or building society you are entitled to a full and immediate refund of the amount paid from your bank or building society.
- If you receive a refund you are not entitled to, you must pay it back when CHPublications Ltd asks you to.
- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.

CHPublications, publisher of *Japanese Performance*, will collect your personal information to process your order and to gain a better understanding of our magazine readership. We may send you details on our magazines and services. Please tick here if you prefer not to hear from CHP. ☐ We may pass your details to other reputable companies whose products and services may be of interest to you. Please tick here if you prefer not to receive such offers. ☐

A subscription to Japanese Performance is the perfect Christmas gift for someone special - or just treat yourself! Order in time and we'll send a special gift card for you to give on the day**

CALL +44 (0)1883 731150

OR SUBSCRIBE ONLINE AT WWW.JAPANESEPERFORMANCEMAG.CO.UK

	SIX ISSUES	¹³ 12 ISSUES
UK	£24.00	£43.00
EUROPE	£34.00	£63.00
REST OF WORLD	£40.00	£75.00

***13 issues for the price of 12 offer closes 31 January 2016**

****To receive your gift card in time please ensure we receive your order by 11 December (UK) or 4 December (Overseas)**

WORDS AND PICS: DAN SHERWOOD

URBAN ASSAULT WEAPON

COVERED IN A HAND-APPLIED COAT OF CUSTOM URBAN-CAMO PAINT AND PACKING A VICIOUS EXHAUST NOTE, RICHARD TICKNER'S MENTAL MAZDA MX-5 IS A TRUE ASSAULT ON THE SENSES





Modification. In its purest sense, modification is a word that describes the act of making something different. A change or alteration from the norm. Usually it's to improve or make something better, but sometimes a modification can simply be to make something stand out, to become unique, or in some extreme cases, rile the establishment to the point of frothing at the mouth! In the case of Surrey-based Jap-fan Richard Tickner and his urban

camo-covered Mazda MX-5, we'd say he's comfortably ticking all those boxes, and then some!

'I guess you could say that my addiction is turning heads!' laughs 24-year-old Richard when we meet him and his eye-catching MX-5 at a dilapidated industrial estate in Luton. 'I suppose I'm a bit of an attention seeker really, but isn't that the whole point of modifying a car? I mean, it'd be pretty boring if everyone styled and tuned their car the same,

wouldn't it!'

Our sentiments exactly. Yet not everyone seems to have such an open minded and inclusive attitude when it comes to Rich's ride...

'Although the majority of feedback I've had about the MX-5 has been overwhelmingly positive, whenever you do a car as different and unique as this, you always get a few people who feel the need to hate on it,' chuckles Richard. 'But to be honest, that just spurs me on. I'm constantly looking at ways I can



IT'S THE ONLY MX-5 WE CAN RECALL THAT HAS EVER ROCKED A ROOF BOX!

do things differently and keep the car looking fresh. If someone doesn't like it, then that's their problem. I'm not going to be a sheep just to keep some forum-based keyboard warriors happy!

And to be honest, why should he? Yes, the look of Richard's 5 is a little far out of the traditional box – it's the only MX-5 that we can ever recall that has rocked a roof-box, let alone made it a style statement – but that's one of the things we love about the Japanese scene, that people like Richard are constantly coming up with new ideas and takes on cars that have been around for years

and evolving them so that they still look fresh today.

Richard's journey with the mental Mazda began when he swapped his EP2 Honda Civic for the car back in May 2014.

When he got the car it was nothing like it appears today, with only a set of HSD coilovers, a K&N Typhoon induction kit and set of Rota Grid wheels to set it apart from any other red MX-5 so, obviously, something had to be done, and fast!

After dabbling with painting the bay white and covering it with neon splats, Richard was eager to make more of a statement with

the Mazda's aesthetics, and after receiving a Japspeed carbon-fibre high-level GT wing for Christmas from his other half, it inspired him to take things to the next level...

'I love to push the boundaries and have modifications which are unique, so after installing a set of uprated brakes, the first thing to be changed was the wheels,' Richard explains. 'There's nothing wrong with the Grids, it's just that so many people have them and, for me, that was enough of a reason to look for something different.'

Richard found what he was

looking for in the form of a set of 8x15in Revolution three-piece split rims that he managed to bag at a bargain price through MX-5 specialists Moss Europe.

'As far as I knew, no one had put Revolutions on an MX-5 before as they are such a pain to fit,' Richard says. 'The width, combined with the low offset and wrong PCD for an MX-5 means that you need to run PCD adapter spacers to get them to bolt on, but then they stick so proud of the bodywork that you need to widen the arches to fit. At the time I bought them I didn't even know if I could make them



HOME BUILT HERO
RICHARD'S MX-5 MAY NOT BE TO EVERYONE'S TASTES BUT YOU CAN'T KNOCK THE FACT THAT HE HAS CARRIED OUT THE TRANSFORMATION TOTALLY ON HIS OWN, WITHOUT RESORTING TO HANDING THE CAR OVER TO A GARAGE OR BODYSHOP AND DOING ALL THE WORK ON THE ROAD OUTSIDE HIS HOUSE! THAT'S QUITE AN ACHIEVEMENT, ESPECIALLY WHEN THE SPEC INCLUDES A FULL RESPRAY, WIDE ARCHES AND AN ENGINE SWAP. NUFF RESPECT!

work, but I was determined to get them on one way or another!

With the rims bolted to the hubs, Richard sorted the poke problem by fitting a set of bolt-on wide arch extensions, however, the fronts were still sitting proud of the bodywork.

'I needed an extra inch of width on the arches so I decided to flare them out,' Richard remembers. 'The front wings can be unbolted from the bottom and pulled outwards to make wider arches, but as I'd always liked the cut front wing look – where the rear of the front tyre is exposed – I decided to simply cut off the

bottom of the wing and make a custom spacer to mount it to. It was really simple, actually, and is one of the most effective and eye-catching mods on the car, not only solving the poke problem, but also adding some racecar chic.'

And it's this kind of hands-on attitude that Richard has in spades, preferring to shun the use of specialists and instead wield the spanners himself.

'I've saved so much money by doing the mods myself, and I also like the sense of accomplishment you get from tackling each problem and

finding a solution,' he says. 'I've done the whole car myself, from the urban camo respray – no wraps here! – to an engine swap, all on the roadside just outside my house.'

But unlike the wheels, arches and military-inspired exterior, the engine swap didn't come from a desire to be different, but necessity.

'I was out for a drive with my mates when I heard a loud bang, so I pulled over to see what had happened but couldn't find a fault,' recalls the modifying nut. 'In the end I decided to simply continue on my journey.

However, only seconds later the bottom end bearing completely disintegrated and the engine was toast.'

After towing the car home, he realised that a leaking crank seal had slowly robbed the engine of its vital lubrication and caused terminal wear that sent the motor to the scrap yard. However, always resourceful, Richard sourced a low mileage replacement lump for just £125 and fitted it at the roadside.

'While I was waiting for the new engine to arrive, I decided to smooth the bay, paint it teal, and complete a partial wire tuck,' he



recalls. 'It's made a big difference and has really tidied up the under-bonnet area.'

And so it was only right that his freshly tidied bay play host to a similarly impressive looking engine, so the new motor was treated to a lick of paint, a carbon-fibre airbox, radiator cooling panel, cam belt cover and pair of purple vernier cam pulleys before Richard got busy with the spanners to install it.

'I'd never swapped an engine before, but I just learn as I'm going along,' he laughs. 'It's all just nuts and bolts at the end of the day, anyway!'

With the new motor safely installed and running sweetly, complete with a new custom stainless steel exhaust system, Richard turned his attention to the car's exterior. After dabbling

with a white vinyl wrap to cover the pristine red paintwork, he decided it was time for something decidedly more drastic...

'I really liked the urban camo look and thought it would suit the MX-5 down to the ground so me and my girlfriend simply went at it with a few rolls of masking tape, a bunch of newspaper and multiple cans of grey Montana 94 graffiti paint,' Richard smiles. 'It wasn't hard, just time consuming. But I think the effect was well worth the effort.'

Originally just intending to do the boot, bonnet and hard-top in the camo covering, Richard soon got the bug and continued the army-esque theme to the rest of the car, leaving just the bonnet gloss black, just to break things up a bit.

'Along with the carbon front splitter, which was originally for an MGF, the paintjob totally transformed the look of the car and suited the wide arched look perfectly,' he says. 'I was loving the attention that it received, too!'

Ironically, one of the car's most eye-catching and controversial modifications to the car's exterior was the one thing not done solely for effect.

The matching camo roof-box that adorns the hard top via a pair of universal roof bars and a custom bracket, which Richard has constructed to attach via the hard top's Frankenstein bolts, was a neat solution to the car's lack of storage space.

'I was going to this year's JAE show and needed room to put all my camping gear for the four-day weekender,' he laughs. 'The roof

**BOXING CLEVER
WHO SAYS MX-5S CAN'T BE PRACTICAL? NOT ONE TO BE LIMITED TO THINKING INSIDE THE BOX, RICHARD DECIDED THAT THERE WAS NO REASON WHY HIS TINY TWO-SEATER COULDN'T ROCK THE MOST UTILITARIAN OF MODS. HE SNAPPED UP A SECONDHAND ROOF BOX FOR JUST £50 AND FITTED IT WITH A PAIR OF UNIVERSAL ROOF BARS AND A CUSTOM BRACKET BOLTED TO THE HARD-TOP BOLTS. BUT IT'S NOT ONLY USEFUL, AS BY PAINTING IT IN MATCHING CAMO PAINT IT'S ALSO A MAJOR TALKING POINT THAT MAKES HIS MENTAL MAZDA STAND OUT EVEN MORE THAN IT ALREADY DOES!**

box just seemed like the best idea...once I figured out how to attach it, that is!'

With the exterior now suitably sickening to any hardcore MX-5 purists, it was time to move on to the interior, where Richard has added a slice of racecar styling



THE URBAN CAMO PAINT JOB WAS DONE WITH MASKING TAPE AND GRAFFITI PAINT



ENGINE

1.6-litre, 4-cyl, B6 ZE, semi-wire tuck, carbon-fibre induction kit with cold air feed, purple adjustable vernier pulleys, rocker cover painted purple, engine bay smoothed and painted teal, inlet plenum painted white, cut cam cover and carbon-fibre belt guard, full Stoney Racing silicone hose set with Ash Performance temperature sensor, uprated ignition leads, custom coolant overflow made from a drinks bottle, alloy radiator with 2x slim-line fans, carbon-fibre slam panel, heat-wrapped stainless steel manifold, custom stainless steel cat-back exhaust with 2in tailpipe

TRANSMISSION

Factory 5-speed gearbox with Colbolt quick-shift

BRAKES

big brake kit with drilled and grooved discs with EBC pads, factory brakes at the rear

SUSPENSION

HSD adjustable coilovers all round

WHEELS & TYRES

8x15in Revolution modular 3-piece split rims with 195/55/15 Toyo Proxes tyres, 22mm PCD spacer adapters

INTERIOR

Factory heated leather seats, carbon-fibre Reverie steering wheel with quick release hub, carbon-fibre D1-Spec gearknob and handbrake handle, Hydro handbrake with custom extended carbon-fibre handle, TR Lane half rollcage, radio delete panel with gauges and switches, carpet removed and floor painted teal, custom Corona beer bottle top details

EXTERIOR

Japspeed carbon-fibre high level GT rear wing, cut and widened front wings, bolt-on wide arch extensions, OEM hardtop with roof bars and roof box, Mazdaspeed OEM side skirts, tinted rear lights and iridescent chameleon front lights, carbon-fibre MGF front splitter with Track Dog Racing stays, cut rear bumper, hand-painted in urban camo with Montana 94 graffiti paint

THANKS:

First my missus, Aimee, for her help with the car and for putting up with me getting stressy when things went wrong, to the friends that have come and gone and stayed to help me out in the past year, and to all the guys from Just Jap and Fitment Junkies and the rest for having me on their stands at this year's shows – it's been a good year!

by stripping out the factory carpet and painting the exposed metal in the same shocking shade of teal as under the bonnet, before lavishing the controls with carbon-fibre replacement parts.

'I love carbon-fibre, it's just a shame it's so bloody expensive,' Richard chuckles. 'I got the D1 Spec handbrake handle and gearknob and made a custom panel out of the black weave for the stereo delete and to hold a selection of switches and gauges. I also made a custom long-reach handle for the hydraulic handbrake to make it easier to operate without your hand straying too far from the wheel.'

And it is the wheel itself that is the crowning glory of carbon-ness in Richard's car, as it is a full carbon-fibre item from carbon gods Reverie.


'I was very lucky with the steering wheel, as I got it for a steal,' recalls Richard. 'Usually they retail for over £600, but I snapped up this one from a guy on a forum for just £125! It was such a bargain I couldn't believe my luck!'

Fitted via a quick release snap-off boss the lightweight wheel is a lovely piece of kit and one that even the most staunchly traditional of MX-5 owners would find hard not to appreciate...the Corona beer bottle adornments to the heater vents and indicator and wipers stalks less so!

'Like I said, I just like to be different, and when I offered them up one day, the bottle caps just fitted perfectly.'

Now we're not condoning drink driving in anyway, but hey, even Vin Diesel likes a Corona, so we can't say fairer than that right? And

they certainly are a unique touch. But that's exactly what Richard's MX-5 is all about. He's purposely chosen the route less travelled, even if it gets mixed reviews along the way. As they say in PR circles, any publicity is good publicity and who cares what people are saying as long as they are talking about you? And after all, isn't that what modifying is all about?

It's anyone's guess what the future holds for Richard and his MX-5, even he'd likely be hard-pressed to tell you. Maybe a turbo or supercharger; maybe yet another exterior makeover; all these ideas and more are bouncing around his head and all it will take to make them a reality is a spark of inspiration that he can't resist. But whatever route he takes next, you can be certain it'll be a total assault on your senses! 

**2015
RANGE**

ROTA
Engineered for Performance



The UK's largest Lightweight & Drift ranges



MXR
18x9"/10"/11"

RT5
17x9"/18x8.5"/18x9.5"

Kyusha
15x7"/15x8"/15x9"/17x9"
17x9.5"

Drift Wheels:

- 17x9" From £165
- 17x9.5" From £170
- 18x8.5" From £210
- 18x9" From £220
- 18x9.5" From £230
- 18x10" From £240
- 19" From £240

See the full range now at:

RARE RIMS
.CO.UK

price per wheel, prices include VAT

Lightweight Wheels

- 15" from £117
- 16" from £127
- 17" from £145
- 18" from £150

From 4.9KG!



Recce
17x7.5" / 17x8"

GT3
15x7" / 16x7" / 17x7.5"

GRA
17x7.5" / 18x7.5"

Over 14,000 wheels in stock
available for next day delivery!

Many different styles, sizes,
finishes, offsets & widths available

Upload your car now to our
virtual fitting bay



www.rarerims.co.uk

t: +44 (0) 1363 777 007 e: wheels@rarerims.co.uk

ROSS
racing pistons

FULLY CUSTOM AND
OFF THE SHELF **HIGH
PERFORMANCE
PISTONS**

Hundreds of proven race winning Sport Compact piston designs available to fit any engine combination. All drawing on over 35 years of winning performance! Ross can custom design and manufacture pistons for any application!

INSTAGRAM: @ROSSPISTONS

FACEBOOK.COM/ROSSPISTONS



P: +13105360100 E: SALES@ROSSPISTON.COM
WWW.ROSSPISTONS.COM



New Catalog Now Available!

Sytec
FUEL TECHNOLOGY

The choice of
professionals



- Colours:**
- Blue
 - Purple
 - Red
 - Polished Silver
 - Black

• 1:1 RATIO
• FINE ADJUSTMENT
RANGE 15.0 - 90.0 psi

- MAINTAINS SET PRESSURE (HELPS WITH MAPPING)
- RANGE OF HOSE fittings
- AUX. GAUGE PORT
- LIGHTWEIGHT ALUMINIUM

Part No.	Description	Price
MSV 000	Valve / 1/8 nptf thread (female)	£106.70
MSV 001	Valve / 8mm dia. hose tails	£108.95
MSV 002	Valve / Jic - 6 inlet, 8mm outlet	£111.20
MSV 003	Valve / Jic - 6 inlet & outlet	£114.00
MRB 001	Comp aluminium bracket	£6.90

PRICES EXCLUDE VAT @ 20%

Tel: +44 (0) 1784 493 555

www.glencoeltd.co.uk

Email: sales@glencoeltd.co.uk

RACING BEAT

Europe

Performance Components

MADE FOR MAZDA

Designed and built in California - AVAILABLE HERE

Official Sponsors of the MX-5 Supercup

W: www.racingbeateurope.com E: sales@racingbeateurope.com T: +44 (0) 1474 777 800



Reduced MOT costs

Prolonged tyre life

Fit and forget -
Excellent longevity

Great noise damping



British
Made

The number one choice in suspension bushes.



Fit Polybush for precise steering and a controlled ride at all speeds.



Tighten up your suspension by fitting Polybush's 7BA to your Japanese performance car.



Fit Polybush for consistent steering geometry.



Want to reduce understeer? Fit 7AT to your front wishbone for optimum geometry during hard cornering.

Polybush, Clywedog Road South, Wrexham Industrial Estate, Wrexham LL13 9XS Tel: +44 (0) 1978 664316 Fax: +44 (0) 1978 66119

Website: www.polybush.co.uk Email: sales@polybush.co.uk

A silver Honda Civic Type R is parked in a narrow alleyway next to a brick wall. The car is on the right side of the frame, and the brick wall is on the left. The ground is paved, and there are some trees and a fence in the background. The lighting is bright, suggesting a sunny day.

CARBON BUT NOT DATED

JEZ HOWARTH'S FN2 CIVIC TYPE R IS LOSING MANY OF ITS FACTORY FEATURES IN FAVOUR OF A MASS OF FRESH GENUINE CARBON-FIBRE COMPONENTS...

WORDS: DAN FURR PICS: OLLIE WILDSMITH



It's easy to fantasise about covering your car in genuine carbon-fibre body panels, but turning those thoughts into a reality is something altogether more challenging. For a start, you will more than likely be banking on those parts being readily available for your purchasing pleasure, and in the uncertain event that you're able to track 'em down, you'll be contending with the oft-heavy costs associated with kit made out of the lightweight weave. That said, you might be planning to make your own carbon panels from bespoke moulds. Y'know, as soon as you win the lottery!

Derby resident, Jez Howarth, is a carbon-fibre fan who found himself unable to wait for his lucky numbers to roll in.

'I absolutely love the look of genuine carbon bodywork, and I was determined to get hold of as much of it as I could to shower upon my Civic Type R,' he says. A quick scout around the 28-year-old's hot Honda proves that we're dealing with a man of his word, and he's quick to defend his decision to toy with the hot hatch. 'When I bought the car it was mint, and many people would've simply kept it how Honda intended, but there was no way that I was going to be able to leave the car's standard styling package intact!', he grins.

Like the majority of its Type R-badged siblings, Jez's 2011 FN2 was in a factory state of tune when he bought it. 'The car had just 21k miles on the clock as a

consequence of being treated to a pampered life in Ireland,' he continues. 'I was working as a detailer for a company that specialises in the trade of immaculate cherished vehicles when the white wonder rolled into my line of sight. I wasn't really looking for a Japanese car to toy with, but the futuristic design of the FN2 that I came across at work that day really caught my eye,' he says, shortly before telling us that it didn't take long for his name to appear on the super Civic's logbook.

Prior to becoming the Honda's new owner, Jez could be seen piloting a diverse range of motors around his home town, although he isn't afraid to admit that none of them were from the Land of the Rising



'COUNTLESS CARBON FIBRE PRODUCTS COVER THE CIVIC'

Sun. 'The pick of the bunch was a highly tuned Renault 5 GT Turbo,' he beams. 'I also spent time behind the steering wheels of a Vauxhall Insignia VXR, a Mk4 Golf R32 and a Peugeot 106 GTi on throttle bodies,' he adds. As you can probably surmise from this brief

A FAMILY AFFAIR
JEZ HAS GOT A FETISH FOR ALL THINGS MUGEN AND HAS COVERED HIS CAR IN PARTS FROM THE HONORABLE JAPANESE BRAND. MUGEN WAS ESTABLISHED IN 1973 BY HIROTOSHI HONDA, SON OF THE HONDA MOTOR COMPANY FOUNDER, SOICHIRO. INDEPENDENT OF THE MASS-PRODUCTION MANUFACTURER, MUGEN WORKED IN PARTNERSHIP WITH HONDA IN THE MOTORSPORT ARENA, NOTABLY AS A TUNER OF FORMULA ONE CARS (WHERE IT HELPED EDDIE JORDAN'S TEAM SCORE PODIUM POINTS) FOR A LITTLE OVER A DECADE. MUGEN STOOD DOWN FROM BERNIE'S WORLD WHEN HONDA ITSELF BEGAN TO PARTAKE IN F1 SHENANIGANS AT THE TURN OF THE CENTURY. THE COMPANY'S EUROPEAN HQ IS NEXT TO THE COSWORTH FACTORY IN NORTHAMPTON, AND IT IS HERE THAT THE FN2 CIVIC TYPE R MUGEN WAS DEVELOPED

list, most of Jez's mega machinery has been modified in some way or another, and he fully intended to subject his spotless Type R to a heavy dose of the same treatment.

A few weeks were spent getting to grips with the car before he started personalising it, albeit with imitation carbon before the arrival of the real thing. 'A friend of mine owns a hydro-dipping outfit in Derby. He offered to treat my Civic's engine plastics, slam panel, door mirror casings, side steps and A-pillar covers in an imitation carbon coating. The finished parts looked fantastic, meaning that I had no hesitation in handing over a set of German-made Tomason 18in multi-spoke wheels with an instruction to decorate them with the same pattern,' he smiles.

The striking wheels remain on the car to this day, wrapped in low profile rubber and held in place by anodised red wheel

bolts. The earlier dipped trim, however, was living on borrowed time. After all, there's no substitute for the genuine article. In fact, it was with that thought in mind that Jez shelled out for a bonnet, a grille, fog light scoops, wide-arch vented wings, wheel arch lips, a front splitter, mud flaps, a rear spoiler and a boot panel all expertly constructed out of the wicked weave!

'They cost me an arm and a leg, but the new panels deliver a serious lift to the look of an already-attractive vehicle,' he muses. He's not wrong, which is probably why he went on to invest in a matching fuel filler cap and scuttle panel!

Of course, much of the car's original body kit was held in place by plastic clips and pop-in connectors. The replacement panels require external fasteners to ensure that they stay where Jez has put them. He has opted for anodised fitting clips that match his car's

wheel bolts, and the theme is carried over to this sensational Civic's engine bay where a Tegiwa Imports dress-up kit holds the previously-dipped plastics in place.

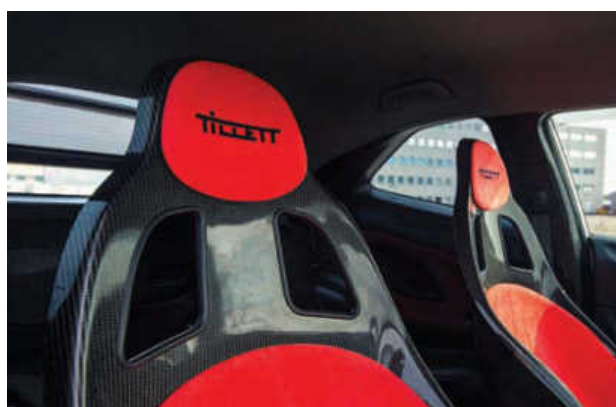
'Tegiwa has been very good to me, and I highly recommend the Staffordshire firm when it comes to the supply of reasonably-priced performance parts for Japanese vehicles,' Jez tells us, hinting at what lies beneath the bonnet of his FN2. Indeed, his is a car that has been built for just as much 'go' as it has 'show' – a claim bolstered by the inclusion of a fully ported and polished cylinder head, custom profile camshafts, a Skunk2 Racing valvetrain, a ported inlet manifold and further airflow enhancements in the form of a Skunk2 cold air feed, an enlarged throttle body and a large-bore stainless steel exhaust system equipped with a decat pipe.

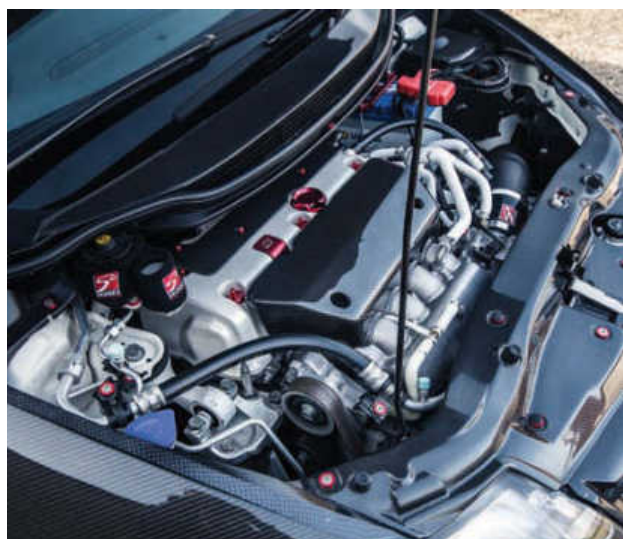
A high-flow fuel pump,

CARBON CREATIONS
ONCE ONLY THE RESERVE OF
PROFESSIONAL TOURING CAR
TEAMS AND F1 OUTFITS WITH
MILLIONS OF POUNDS AT THEIR
DISPOSAL, CARBON-FIBRE
AUTOMOTIVE PARTS HAVE BECOME
INCREASINGLY ACCESSIBLE IN
RECENT YEARS, ALTHOUGH THAT
DOESN'T NECESSARILY MEAN THAT
THEY COME CHEAP. KNOWN FOR
ITS STRENGTH, RIGIDITY AND
LIGHTWEIGHT NATURE,
CARBON-FIBRE CAN BE MADE
EVEN STRONGER BY THE
INCLUSION OF OTHER FIBRES
(INCLUDING KEVLAR) IN ITS
COMPOSITE MAKEUP, AND IT IS
NOT UNUSUAL TO HEAR ABOUT
TODAY'S SUPERCAR DESIGNERS
BASING THEIR CREATIONS
AROUND A COMPLETE
CARBON-FIBRE MONOCOQUE
CHASSIS. IN CASE YOU'RE
INTERESTED, THE FIRST
PRODUCTION CAR TO BE BUILT IN
THIS WAY WAS THE MCLAREN F1!

bigger-than-factory-spec injectors and an uprated fuel rail work in conjunction with a Hondata ECU and a custom map to enable the release of a whole stable of extra ponies from this mighty motor. Not that Jez was content with the changes that he'd made to his increasingly-hot Honda at the point that the map went live. 'The sudden boost in the car's abilities to perform in a straight line needed to be matched with an improvement in its handling and stopping characteristics. I promptly called upon the services of Yellow Speed Racing, resulting in the purchase of Dynamic Pro Sport coilovers and a big brake kit comprising colour-coded six-piston front calipers, 330mm grooved discs and four-pot rears with tidy 304mm discs,' he confirms. Job done!

Well, not quite. Jez felt that every aspect of his heavily modified Honda needed to be treated to an overhaul





(irrespective of how factory fresh it may have seemed!), and the car's transmission system was certainly no exception to this self-imposed rule. A close friend of Mr Howarth – a fella who not-so-coincidentally happens to own a tuning workshop specialising in the tweaking of Japanese cars – offered to help with the installation of an Mfactory limited-slip differential, an Exedy Stage 3 clutch kit, a lightened flywheel and a short shifter, and Jez reports that his car is ripe for a remap and further performance upgrades now that its powertrain is capable of withstanding some serious punishment.

'I'm considering a switch to forced induction,' he answers when we ask him what the future holds for his carbon-clad Type R. 'I like the idea of supercharging the K20 engine, yet I'm also tempted by the prospect of installing a large

turbocharger,' he says, clearly unsure with regard to which route to take. Either way, we have no doubt that something boost-friendly is heading in the direction of his fantastic FN2. For the time being, however, there's a whole lot more carbon-fibre for us to check out!

'Step into my office!' chuckles Jez as he invites us into the radiant red cabin of his pride and joy. We're immediately in awe of the vibrant suede-trimmed Tillett Racing bucket seats that greet us upon entry into his carbon kingdom. 'The seats are made by Tillett and were originally designed to fit in a Lotus Elise and weigh less than 6kg each,' he boasts. He has every right to be proud. After all, when was the last time that you got in a car with twin-skinned carbon-fibre seats?! Yeah, we'd shout about it, too!

As you'll no doubt already have guessed, the car's interior




is awash with genuine carbon-fibre goodies; seat rail covers, arm rests, lock covers, door handle surrounds, air vent covers, steering wheel and gearstick trim, dash panels, speaker rings, tweeter covers and even the car's ashtray lid all work together in delivering a premium quality carbon-fibre finish. A trio of Drift gauges in a custom pod, an impressive JL Audio ICE install and a touchscreen Pioneer head unit also bring top notch fun to the party, but there's no escaping the fact that this superb Civic's most arresting feature is its

carbon-constructed exterior. And there's no sign that Jez plans to slow down in that department.

'I'm currently in the early stages of working with an automotive design and engineering outfit in the hope of being able to develop a bespoke carbon-fibre roof, doors and tailgate for my car. There is a huge investment of both time and cash involved in creating these special components, but I'm committed to the project, and I'm looking forward to seeing more of my ride's factory white

paintwork disappear as the dark weave takes its place!' he laughs.

With what seems like more genuine carbon-fibre than the average NASA development vehicle, Jez's uniquely styled Civic offers an equal balance of well-executed aesthetic alterations and serious power upgrades with enough 'wow factor' to keep his love of owning an attractive modified motor fulfilled for a long time to come, and we can't wait to see the results of his recently-kickstarted carbon-creating development work. 

'EVEN THE SEATS ARE MADE OF THE LIGHTWEIGHT WEAVE'



ENGINE

2-litre 16-valve K20 VTEC, fully ported and polished cylinder head, uprated camshafts, Skunk2 Racing valves and springs, painted cam cover, ported inlet manifold with carbon-wrapped cover, enlarged throttle body, Skunk2 Racing cold air intake, Tegiwa Imports stainless steel exhaust manifold, Hondata K100 ECU and custom map, uprated fuel pump, uprated fuel rail, high-flow fuel injectors, battery relocation kit, Japspeed enlarged alloy radiator, HeavySet white silicone hose kit, Tegiwa red anodised dress-up bolt and washer kit, carbon-dipped slam panel and plastic covers (spark plug cover, fuse box lid etc.)

TRANSMISSION

Factory six-speed close-ratio manual gearbox, uprated final drive, Mfactory limited-slip differential, Exedy Stage 3 clutch, lightened flywheel, short shift kit

SUSPENSION

Yellow Speed Racing Dynamic Pro Sport coilovers

BRAKES

Yellow Speed Racing six-piston front calipers painted white with 330mm grooved discs, four-piston rear calipers painted white with 304mm discs, performance pads, braided hoses

WHEELS & TYRES

8x18in carbon-dipped Tomason multi-spokes, Kumho Ecsta 225/40/18 tyres, anodised red wheel bolts

EXTERIOR

Championship White paintwork, smoothed front bumper, bonnet raisers, genuine carbon-fibre body panels (bonnet, grille, splitter, wings, front wheel arch trims, fog light surrounds, scuttle, door handles, pillar covers, mirror cases, fuel filler cap, rear spoiler, boot panel, mud flaps), carbon-dipped side steps and rear diffuser, wind deflectors, anodised orange front and rear tow eyes, anodised red quick-release bumper and wing fasteners, F1-style FIA lower brake light

INTERIOR

Tillett Racing twin-skin carbon-fibre racing seats with red suede upholstery, custom seat rails and sliders, rear seat deletion, false rear floor, genuine carbon-fibre dress-up kit (arm rests, lock covers, handle covers, ashtray lid, shift surround, air vent covers, steering wheel trim, speaker rings, tweeter covers), red LED foot well lighting, Drift gauges (wideband, battery voltage, vacuum pressure) in custom dash pod

ICE

Pioneer 7in touchscreen head unit, JL Audio C3 tweeters and component speakers, JL Audio TR rear quarter speakers, JL Audio W1 subwoofer in custom boot build, JL Audio JX digital amplifier

THANKS

Tegiwa Imports, Tillett Racing Seats, Pimp My Civic, HeavySet, Skunk2 Racing, Car Electronics Derby, Evolution Motorsport, HZ Performance, Just Kroozin, Kleers, Spooner Restorations, JL Audio, Yellow Speed Racing, Kustom Coatings, Funky Power, M&B Motors Derby, Dodo Juice and everybody else who has been involved in the project

MUGEN

Genuine Mugen Service
Centre & Parts Dealer

無限

OEM quality performance for your Honda

純正品取扱店

MUGEN Service & Components

Installation of genuine **MUGEN** components

Tuning of genuine **MUGEN** edition cars

Supply of genuine **MUGEN** components

Servicing of genuine **MUGEN** edition cars

Intake, exhaust, suspension, brakes, aero, interior,
engine plus much more...



Torque
Developments
International

T: 01708-866-609
F: 01708-866-886
W: www.tdi-plc.com
E: sales@tdi-plc.com

TGM *sport* Racing

HONDA TUNING SPECIALISTS

- Full professional body kits fitting service
- Race and performance car paintwork
- Race car and tuned car suspension set up
- Vehicles serviced

無限 **MUGEN** **HKS**



Tel: 01252 811972
Fax: 01252 811746



TGM Sport, Sankey Lane, Cove Road, Fleet, Hants GU51 2RS
E-mail tgmssport@aol.com Website www.tgmssport.co.uk

TTS PERFORMANCE

FULL WORKSHOP FACILITIES INCLUDING
ENGINE BUILDING, CNC MACHINING, REBORING
ENGINE SLEEVEING, INHOUSE FABRICATION
AND ROLLING ROAD DYNO

DYNO POWER RUNS AVAILABLE FROM £35!



SUZUKI SWIFT SPORT

ROTTREX™
SUPERCHARGERS

CHECK OUR WEBSITE FOR FULL DETAILS

AND PRICING ON AVAILABLE KITS AND PRODUCTS

TTS-PERFORMANCE.CO.UK



WE'RE ON FACEBOOK

**TTS
PERFORMANCE**

HONDATA
01101000010110110110011001000101001000100100



**WE ARE
PROUD TO
SUPPORT
JP'S
PROJECT
TYPE-R**

NEW FN2 CIVIC TYPE-R 500+BHP KITS

HONDA CIVIC TYPE-R

Tel: 01327 858212
email: sales@tts-performance.co.uk

HONDA S2000



RACING SPORTS

BIG BRAKE HORSEPOWER

NEW SYSTEM DESIGN FOR 2013



Rotor and Bell Assembly

Balanced rotors to ensure optimum performance, the kits come pre-assembled and ready to fit. The bell is manufactured from lightweight aluminium. Keeps unsprung weight to a minimum and reduces servicing costs.

FROM 286MM 4 POT TO 421MM 8 POT SYSTEMS

304mm 330mm 356mm 380mm

£999

4 POT

£1049

6 POT

£1149

6 POT

£1849

8 POT

PRICES STATED INCLUDE VAT. E&OE 2013



Lightweight & Rigid

The D2 Racing calipers are CNC machined from aluminium, with S45C steel CNC mounting brackets for strength and accuracy of fit on your vehicle.

Durable Finish

Any colour you like, so long as it's a deep red, black, purple or yellow.

Other colour options are available with a surcharge

Plug and play at d2brakekits.co.uk

The D2 Racing brake kit includes everything you will need, except brake fluid.

- › Pair of lightweight strong aluminium calipers
- › Pair of race specification rotors
- › Pair of lightweight aluminium bells
- › Pair of CNC machined steel brackets
- › Pair of braided brake lines
- › Set of UK high performance brake pads
- › Selection of brake pad upgrades also available
- › Complete fitting kit and fitting guide

0% FINANCE AVAILABLE

subject to status, conditions apply



External Dust Seals

Prevents sticking or dragging brake issues, ensures the optimum in performance when you need it most. Improved design for 2013.

THE SCIENCE OF STOPPING

WORDS: DAN SHERWOOD

POWER IS NOTHING WITHOUT CONTROL. JAPANESE PERFORMANCE SEPARATES THE FACTS FROM THE FRICTION TO BRING YOU THE ESSENTIAL INFO ON IMPROVING YOUR CAR'S BRAKING POWER

When it comes to tuning a car, upping the engine power is obviously a high priority, yet it is only one part of the performance equation. The ability to be able to slow down quickly and controllably time and time again can make the difference between first and last on track and between making a corner safely, or ending up in a hedge, on the road. Ultimately, having confidence in your brake system allows you to drive faster for longer and also keep control of your car when on the limit. And one of the easiest ways to gain extra confidence in your brakes is to uprate them.

PADS

They may be the least noticeable part of your car's brake system, but it is the pads that have the biggest effect on your braking performance. Uprated pads come in many variations, using different materials and costing a variety of prices.

Most OEM pads are made from compounds with a certain metallic content, which offers good friction capabilities and long life, but comes with the cost of higher noise and increased brake dust. More expensive ceramic-blend pads offer more predictable braking characteristics at a variety of temperatures, so are a better option when upgrading.

'Fast road' pads are the choice for most situations, as they generally have some metallic content in the ceramic blend, but offer increased friction with the disc, handle the thermal energy

better, and also have a reasonable lifespan without ruining your discs.

At the other end of the spectrum, fully ceramic 'race' pads handle high temperatures far more effectively, recover more quickly, generate less dust and virtually eliminate the noise that can be associated with metal-on-metal under hard use. However, although tempting for road use, full race pads can often require a certain amount of heat in them to work effectively – so while they will likely be amazing when up to temperature, they may well offer worse braking capacity than stock pads when cold.





THE SCIENCE BIT

THERE IS A BASIC PHYSICAL CONSTANT THAT ENERGY IS NEVER LOST, ONLY CONVERTED. A CAR'S BRAKES WORK BY CONVERTING THE KINETIC ENERGY OF MOVEMENT (THE WHEELS GOING ROUND) INTO THERMAL ENERGY (HEAT). DURING DECELERATION, A LOT OF THERMAL ENERGY IS GENERATED, WHICH IS TRANSFERRED INTO THE SURROUNDING COMPONENTS (MAINLY THE DISCS) AND, ULTIMATELY, THE AIR. AS SUCH, VENTILATION AND THE ABILITY TO DISSIPATE THIS HEAT QUICKLY AND EFFECTIVELY IS ESSENTIAL IF YOU ARE TO ACHIEVE OPTIMUM BRAKING EFFICIENCY AND PERFORMANCE



Your best bet is to choose a fast road or street/track compound pad such as the EBC Greenstuff or Redstuff, TarOx Strada, Project Mu HC800 or Stop Tech Street Performance – to name just a few...

FLUID & LINES

Brake fluid is a type of hydraulic fluid used to transfer the braking force applied from the pedal into pressure that applies the brake caliper at the wheel end. It is fed through lines from the braking system's master cylinder to the caliper, and as such is subjected to thermal transfer from the braking system.

Due to this factor, brake fluid must have a very high boiling point – anywhere from 250–300°C – to avoid vapourising or boiling in the lines. Boiling the fluid introduces air bubbles into the system and, as gases are compressible, the pedal will feel 'spongy' and pedal travel will increase, leading to a decrease in braking performance. Good options for uprated fluid would be Castrol LMA, ATE Super Blue, Gulf Racing

DOT 5.1 and Motul RBF 600. Yearly bleeding of the brakes and fluid changes are an essential part of system maintenance, because brake fluid is hygroscopic, which means it absorbs water as it ages, which reduces the boiling point.

Another factor that can reduce the effectiveness of your braking force is due to the lines themselves. OEM lines are usually made from reinforced rubber, and can swell under heavy pressure, again reducing pedal feel and braking performance. This trait can be eliminated, however, with a set of stainless steel braided hoses from the likes of Hel, Goodridge or HoseTechnic as they do not swell under hard use. Be sure to replace both front and rear lines at the same time, however, as replacing the fronts alone can result in a 'lag' time to the rear brakes that can affect modern ABS systems.

DISCS

Replacement discs are one of the most common braking upgrades, but with such a wide variety of styles and sizes to consider it can be a daunting task selecting which will be the most suitable for your car and driving style.

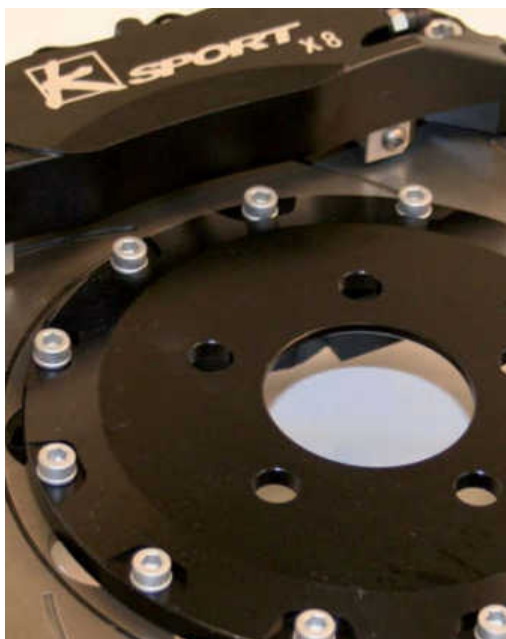
Cross-drilled discs are a slightly lighter weight than solid discs, thereby decreasing rotational inertia, and the improved ventilation increases the disc's ability to shed heat, resulting in cooler operating temperatures and less thermal transmission to the other brake components.



FRONT & BACK?

ALTHOUGH THE FRONT BRAKES ON A CAR DO MOST OF THE WORK UNDER BRAKING, DON'T FORGET TO UPGRADE YOUR REAR BRAKES TOO IN ORDER TO MAINTAIN THE CORRECT BRAKE BALANCE ACROSS ALL FOUR WHEELS. THIS CAN VARY DEPENDING ON THE CAR'S WEIGHT DISTRIBUTION, WHEELBASE AND CENTRE OF GRAVITY, BUT GENERALLY SPEAKING THE TOTAL OF THE FORCES ON EACH OF A CAR'S FOUR TYRES MUST REMAIN EQUAL TO STOP THE WHEELS LOCKING AND CAUSING INSTABILITY. CORNER BALANCING TO ENSURE THE WEIGHT IS DISTRIBUTED TO OPPOSITE CORNERS KEEPS THE CAR FLAT UNDER BRAKING, WHICH KEEPS THE TYRES IN EQUAL CONTACT WITH THE ROAD SURFACE – AS IT'S ULTIMATELY THE TYRES THAT STOP YOUR CAR, NOT THE BRAKES.

COMPROMISING THE BALANCE OF YOUR CAR BY NOT UPGRADE THE REAR BRAKE SYSTEM WHEN YOU FIT A SUBSTANTIALLY LARGER FRONT SETUP, CAN LEAD TO UNDERSTEER IF THE FRONTS LOCK UP, OR CONVERSELY OVERSTEER IF THE REARS LOCK (THROUGH TOO MUCH WEIGHT TRANSFER TO THE FRONT FROM THE INCREASED FRONT BRAKE POWER). SO WHILE A BIGGER FRONT BRAKE SETUP IS DEFINITELY A WISE INVESTMENT, BETTER DISCS, PADS AND LINES FOR THE REAR ARE ALSO WORTH CONSIDERING



The holes in the disc's surface prevent water build-up between the pad and the disc in wet conditions as well as giving increased pad 'bite'.

An alternative to drilling (and sometimes complementary to) is 'grooved' or 'slotted' discs. These channelled vanes, that are machined into the disc's surface at manufacture, remove dust and water from the surface and de-glaze the pads. This is often seen as preferential to drilling as, in some cases, drilling has been known to weaken the disc which can cause cracking under hard use. However, modern techniques have shown that good quality machined discs don't suffer from these problems. There are variations on the grooved theme, such as dimples and j-hook grooves, the latter of which is available as an option on AP Racing discs, but all do a similar job.

The next step to consider is vented discs to help deal with the heat. This is because discs have to deal with anywhere between 500–600°C in race applications – which must be dissipated into the atmosphere. To aid this, vented discs are used. Through the disc's rotation, air travels down the vents towards the centre and is forced through its interior by the pumping action of the rotating assembly. This air flow reduces brake temperatures, allowing greater brake force and more fade resistance.

Finally, there is the discs' diameter to consider. The obvious benefit is that a larger disc has a greater surface area and can absorb and dissipate more heat, increasing the fade resistance of the system. Bigger discs also generally mean that the caliper is mounted further from the centre of the disc, giving gains in braking force due to increased leverage. However, bigger discs also

BIG BRAKE KITS

MANY MANUFACTURERS OFFER COMPLETE BRAKE UPGRADE KITS THAT INCLUDE A PAIR OF CALIPERS, DISCS, PADS, BRAIDED LINES AND ALL THE FIXTURES AND FITTINGS OPTIMISED TO WORK TOGETHER FOR YOUR SPECIFIC CAR. THESE KITS CAN COVER A WIDE VARIETY OF DISC AND CALIPER SIZES AND SPECIFICATIONS DEPENDING ON YOUR CAR AND LEVEL OF PERFORMANCE REQUIRED. AS SUCH THEY CAN RANGE FROM AROUND £700 FOR A BASIC FOUR-PISTON KIT WITH OVERSIZED STEEL DISCS TO OVER £19,000 FOR FULL-ON MULTI-PISTON KITS WITH HUGE CARBON CERAMIC DISCS

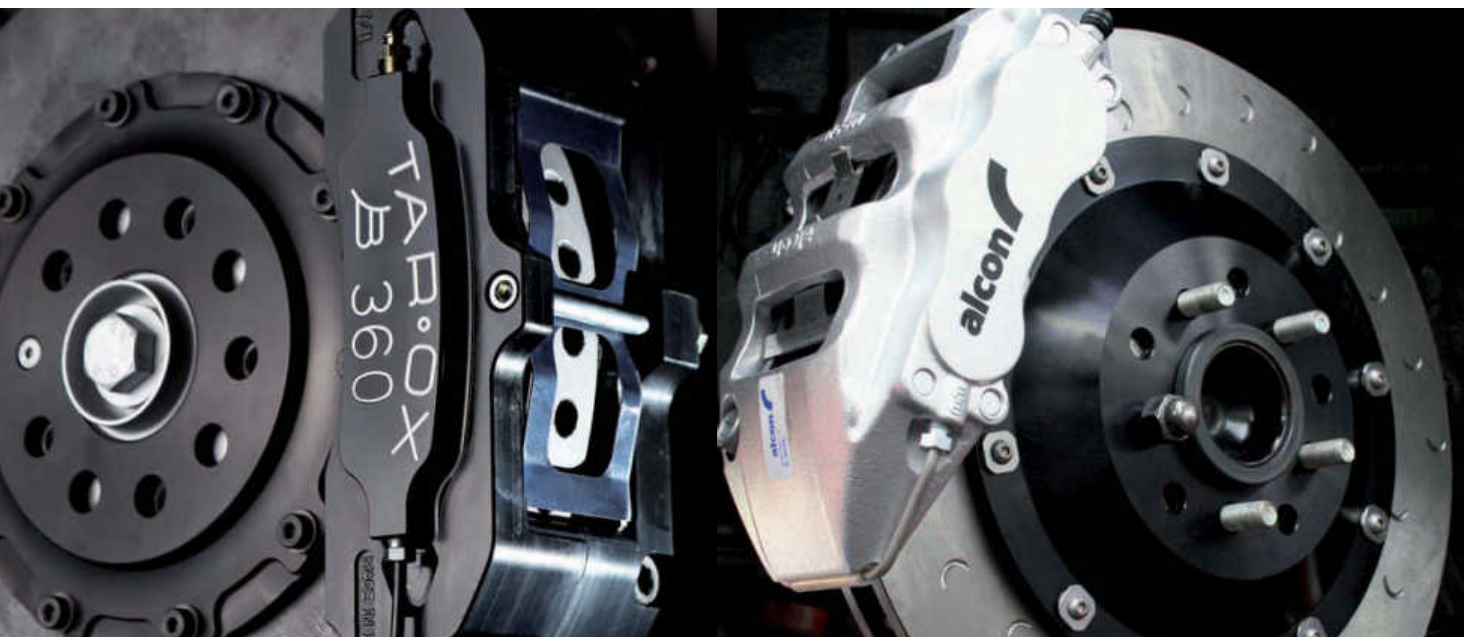
have their drawbacks, in that larger discs not only increase the rotational mass, but that they can also necessitate larger wheels in order to fit them, which can impact your suspension and centre of gravity as well as adding to the unsprung weight of the car.

Whatever disc upgrade route you choose, look for designs that have



BRAKE FADE

REPEATED HEAVY BRAKING CAN LEAD TO 'BRAKE FADE', WHICH IS A RESULT OF ONE OF TWO THINGS. THE FIRST IS THAT THE TEMPERATURE BETWEEN THE PAD AND DISC HAS EXCEEDED THE THERMAL CAPACITY OF THE PAD, CAUSING A LOSS OF FRICTION AND THEREFORE BRAKING POWER. THE SECOND IS WHEN THE BRAKE FLUID EXCEEDS ITS OPERATING TEMPERATURE IN THE CALIPER, AND BOILS, CAUSING GAS BUBBLES. SINCE GASES ARE COMPRESSIBLE, THE PEDAL FEELS SOFT AND YOU HAVE TO PUSH THE PEDAL MUCH HARDER. IN EITHER CIRCUMSTANCE, BACKING OFF THE AGGRESSION LEVELS AND CHECKING YOUR PADS AND FLUID AT THE EARLIEST OPPORTUNITY IS ESSENTIAL



**TOP BRAKING FACT
WHEN RACING, OUTBRAKING
YOUR OPPONENT BY JUST TWO
FEET EVERY LAP FOR A TWENTY
LAP SPRINT RACE CAN RESULT
IN A THREE TO FOUR CAR
LENGTH ADVANTAGE AT THE
CHECKERED FLAG!**

curved vanes and a greater thermal storage and transfer capacity and better airflow characteristics than your stock items – otherwise you really won't achieve anything worthwhile.

CALIPERS

Most factory brake systems feature a single-piston floating caliper. This is not solidly mounted, but able to slide back and forth on bushings and pins which makes them easier to mass-produce and to absorb any minor imperfections in stock discs. They are also generally made of cast iron, which is good for strength and rigidity, but is also liable to rust and seize if left to stand for extended periods. Cast iron also holds heat longer and increases


the car's unsprung weight, both of which are negatives when it comes to brake performance.

Larger calipers from the likes of AP Racing, TarOx, Wilwood, KSport, and Stop-Tech are usually of a fixed design, requiring a mounting bracket to the axle assembly.

Utilising at least two opposing pistons (sometimes known as 'pots') – and sometimes as many as eight or even 12 pistons – this design is much more rigid, giving increased braking performance and pedal feel.

More or bigger pistons also equals a greater clamping force exerted on the discs as they offer a greater contact area with the pad, giving increased bite and more even pad wear. Many high-performance and race applications use this setup, and are made from aluminium, which – combined with the bigger physical size and better ventilation – again allow for better thermal management. They are also generally lighter than the OE cast alternatives so are a real win-win!

SUMMARY

Better brakes are one of the best investments you can make on any performance vehicle. However, before embarking on any upgrade, we recommend you consider your driving style and what you're going to use the car for. It's easy to get carried away and just go for the biggest and best kit out there, when that may not suit your needs or could even compromise other areas of your car, whereas doing your research could pay much bigger dividends in the long run. 

CONTACTS

EBC – WWW.EBCBRAKESDIRECT.COM
TAROX – EN.TAROX.COM
STOPTECH – WWW.STOPTECH.COM
AP RACING – WWW.APRACING.COM
MTEC – WWW.MTECBRAKES.COM
K-SPORT – WWW.KSPORT.CO.UK
D2 – WWW.D2BRAKES.CO.UK
PROJECT MU – WWW.PROJECT-MU.CO.JP
HEL PERFORMANCE – WWW.HELPERFORMANCE.COM
GOODRIDGE – WWW.GOODRIDGE.COM
ALCON – WWW.ALCON.CO.UK
YELLOW SPEED – WWW.YELLOWSPDEUROPE.COM
WILWOOD – WWW.WILWOOD.COM
PERFORMANCE FRICTION – WWW.PFCBRAKES.COM





We offer fitting service too!

knight racer

Bodykits, Carbon, Customising
& Performance Tuning Parts

UK's largest stockist and Retailer of
R35 GT-R Carbon Aero and Styling

GT R



R34 GTR Lower
Splitter Undertray



Wider / Vented Front Wings
R33, R34, S14, S14a, S15



350z
Front Bumpers



R33 GTR Full Rear
Quarters for GTS



Super 1600V
TRD Spoilers



Universal
Bonnet Vent



R33 GTS S2
Nismo Carbon Bonnet



R35 GTR Ducktail
Carbon Bootlids



EP3 Type-R
Mugen Carbon Grilles



R35 GTR High Power
Intake Kits



GT86 Rocket Bunny



RX7 RE-GT
Widebody Kit



GT86 / BRZ Lighting and Accessories



Builders of the UK's first
RB Wide Arch GT86



Carbon Aero developed & tested at Nurburgring

Knight-Racer 800R GTR
Full KR Carbon Aero with
MY12 Full Dry Carbon Front End Conversion

LOADS MORE OFFERS LISTED ON OUR ONLINE SHOP **01908 379118**
www.knightracer.com

Knight-Racer Ltd
Unit 6, 16 Watling Street, Milton Keynes, MK2 2BL

Japanese Car Insurance

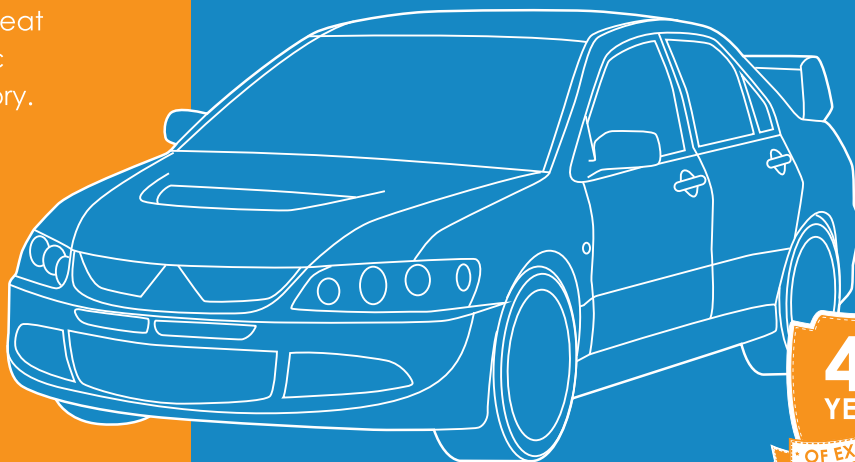
Adrian Flux know how much you love your Japanese car, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.



0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

Get Your Insurance In Gear



Benefits available can include:

- FREE Legal Cover
- Club Discounts
- Vehicle Cover
- Before UK Registration
- Limited Mileage Discounts
- Modifications Cover
- Breakdown Cover
- Grey Imports Cover

JAPSTUFF

BRINGING YOU THE HOTTEST NEW PRODUCTS ON THE JAPANESE TUNING SCENE

Every month we bring you the latest and greatest products on the Japanese tuning scene. We always showcase a 'Red Hot' product at the front of the section and also highlight the 'must-have'

products at either end of the budgetary scale.

This way you can decide whether to save your pennies to afford the 'Big Spender' or simply splash a little spare

pocket change on the more affordable 'Chump Change' product. We hope you enjoy the section but, as usual, if there's anything you think we can do better, then please let us know. Until then...enjoy!

LITCHFIELD 'CLUBSPORT' SUSPENSION FOR NISSAN R35 GT-R



In collaboration with German suspension giant, Bilstein, Gloucestershire's world famous Nissan R35 GT-R tuner, Litchfield, has created a 'Clubsport' damper kit that is suitable for both race and trackday work, while retaining enough in the way of adjustment and refinement for regular road use. Bilstein were the OEM

suspension suppliers for Nissan during the GT-R's development, meaning that Litchfield were working with a manufacturer that knew the model inside out. The resulting suspension package is a fully street-legal, TÜV-certified, high-end coilover kit that uses a two-way adjustment system with an

integrated reservoir while offering a hundred different handling characteristics that can be dialled in with ease thanks to a 10x10 'click' selector – perfect for trialling various settings until you're comfortable with whatever track or weather conditions you might be facing in your GT-R! Each damper is surface coated

using Triple-C Technology (look it up) for long-lasting corrosion resistance, and top-notch Eibach 'ERS' race springs are also put to good use in this impressive set of suspenders.

Price: £5160

Contact:
www.litchfieldimports.co.uk
or call 01684 850999



MISHIMOTO GOLD SERIES FRONT-MOUNT INTERCOOLERS

'Everything looks better in gold,' reasons airflow expert and performance parts manufacturer, Mishimoto. Whether you agree with that sentiment or not, there's no doubting the fact that having a choice of colour that is something other than black or silver is something of a novelty when it comes to tuning apparatus for your four-wheeled friend! Indeed, the firm's recent decision to produce several of its most popular universal front-mounted intercoolers in a gold finish is likely to be a big hit with show car owners and those looking to make a statement on the road. As you'd expect, all Mishimoto products are made to incredibly high standards, and its track-tested intercoolers are constructed out of 6061 aluminium and TIG welded. They're sold with the company's legendary lifetime warranty, and can be bought with standard colour cores wearing gold end tanks, too!

Price: From £99

Contact: www.mishimoto.co.uk
or call 01384 897476



NEW 7TWENTY WHEEL DESIGNS

We're sure that you will have noticed 7Twenty alloy wheels decorating many of the cars on display at the recent summer shows. Thanks to a carefully considered selection of designs, it's easy to see why the Gillingham-based company's rims are proving to be so popular; whether you fancy the deep dish of 7Twenty's 'Style44', the concave split five-spoke look of 'Style46' or a combination of the two (the precision engineered 'Style49'), there's plenty on offer to enhance the appearance of your Japanese sports car. Sizes of up to 10.5x18in are available to choose from, with various PCDs and offsets to suit most 'rice rockets'. A tidy selection of colour options (matte bronze, grey, black and white) is also ready for buyers to take advantage of during the point of purchase at the 7Twenty online store.

Price: From £125 per wheel

Contact: www.7twenty.co.uk



MURRAY CONSTANT TENSION CLAMPS

Murray has spent the past century being credited as one of the most trusted names in clamping solutions, and its 'Constant Tension' turbocharger seal clamps go some way towards demonstrating why the company's name has become synonymous with good quality and value for money. Okay, they might look like granny's cake cutters, but these forced induction safety solutions feature a heat-treated band that provides a spring-like tensioning effect for thermal cycling hose applications. Furthermore, Murray's 'Dual Bead Shield' concentrates band sealing pressure, with a claimed increase in performance of up to 30% when compared to standard smooth liners. The flanged edges of the clamps protect soft hose compounds from abrasion and wear, while an electro polishing process improves weld strength at the same time as delivering a tidy finish to your engine bay.

Price: Between £3.03 and £6.05

Contact: www.turbodynamics.co.uk
or call 01202 487497



CAMBRIDGE CONOURS 'PLAY' INTERIOR FRESHENER

Detailing outfit, Cambridge Concours, launched its 'Work' and 'Play' car interior fresheners at the recent Waxstock festival in Coventry. The handy 100ml bottles are designed to sit snugly inside your ride's door pocket, thus enabling quick access to scents designed to get you in the mood for a day at the office or a night on the town. Perhaps unsurprisingly, these competitively priced fragrances sold out almost as soon as they were put on display inside the Ricoh Arena. Thankfully, Cambridge Concours has produced another batch of 'Play' for those who weren't able to make it to the show. We don't expect this new limited supply of citrus-smelling freshener to stay on shelves for long, so grab yours while you can. Spritztastic!

Price: £4.99

Contact:

www.cambridgeconours.com
or call 0800 032 2918



COMPETITION CLUTCH K20 HONDA CLUTCH KIT AND FLYWHEEL

The new Competition Clutch 8090-ST clutch kit and lightweight flywheel for K-Series Hondas provides an increase in horsepower holding capacity with excellent drivability characteristics. Tuned for maximum enjoyment without the need for pesky ECU reprogramming, this well priced kit retains emission compliance specifications and is claimed to deliver a fantastic balance of sport and daily driving clutch use. Many new features are responsible for these positive attributes (including a disc size increase to 230mm and a redesigned release bearing that provides a consistent pedal feel and smooth load transfer between gear engagements). Moreover, the 7.25kg steel flywheel works in harmony with your Honda's ECU and avoids disabling misfire detection while providing a smoother shift between gears. There are three versions of the kit to choose from (300, 350 and 400lb ft torque) and each is shipped with an alignment tool, pilot bushing and a throw-out bearing.

Price: £599.20 (Stage 2), £635.20 (3), £623.20 (4)
Contact: www.eurospec2000.co.uk or call 01483 234879



RACING BEAT EUROPE CARBON-CERAMIC BRAKE CONVERSION KIT FOR NISSAN R35 GT-R

Working alongside performance brake specialist, Racingbrake, Kent-based Japanese sports car parts supplier, Racing Beat Europe, has developed a carbon-ceramic disc brake kit for Nissan's mighty R35 GT-R. Priced at a whopping £19,500 (yes, just a monkey short of 20 grand!) it is said to offer Formula One levels of performance and quality. The kit uses T6 forged alloy six-piston front (and four-piston rear) calipers together with a unique patented carbon-fibre reinforced carbon-silicon carbide ceramic that works to produce strong and durable stopping power with three times the heat conductivity of the GT-R's standard anchors – ideal for R35s that are put through their paces at the racing circuit. 395mm (front) and 380mm (rear) discs, spacers, pads, brake lines, mounting bolts and Motul RBF600 fluids are supplied with each purchase, although fast road car owners might be more interested in Racing Beat Europe's R35 GT-R big disc iron conversion kit. Either way, both packages can be viewed in further detail online...

We wonder how much we'd get for one of our kidneys?

Price: £19,500

Contact: www.racingbeateurope.com or call 01474 777800



CARBON AND GRP CARBON-FIBRE REAR WHEEL ARCH AND SILL PROTECTORS FOR EVO IV, V & VI

Mark Beesely is an impressive chap: when paralysed from the chest down in a motorcycle accident, he went on to manufacture the world's lightest wheelchair by using a bespoke carbon-fibre design. Forming his own company, CarbonandGRP, he then expanded the catalogue of parts that he was developing to include attractive-yet-functional adornments for Mitsubishi Lancer Evolutions. The latest product to leave Mark's Merseyside workshop comes in the form of carbon-fibre rear wheel arch and sill protectors for Evos IV, V and VI. The lightweight weave looks awesome tucked around the rear quarters of Mark's demonstrator Evo, and his kit's component parts can be bought individually or as a complete set in order to suit all budgets. CarbonandGRP also produce carbon-fibre trim for various Hondas. Visit the company's website for further information and to view a full price list.

Price: £139.99 per set

Contact: www.carbonandgrp.co.uk or call 01744 637809





VALENTINI SMOKED JEWEL LED TAILLIGHTS FOR NISSAN R35 GT-R

As the old adage attests, 'the devil's in the detail'. We're inclined to agree, especially when few exterior automotive updates have the same impact as a simple swap of lights. Japanese styling house, Valenti, is only too aware of the difference that fresh lamp clusters can make to a vehicle's appearance, and it is with that in mind that the company has released details of its LED-equipped smoked jewel taillights for the Nissan R35 GT-R. Full high-power brightness is provided for brake, indicator, reverse and night lamps thanks to an impressive 130 LEDs coupled with a side light bar in each unit. E-mark certification and a one year guarantee means that you don't need to worry about compromise with regard to your car's MOT qualifications, and a selection of lamp cluster colour schemes, with the option of clear lenses in place of their smoked counterparts, can be selected at the point of purchase.

Price: £695 **Contact:** www.knighttracer.com or call 01908 379118

RED LINE 10W/50 HIGH PERFORMANCE ENGINE OIL

Continuing in its mission to create the highest quality engine lubricants in the most comprehensive range of variations, Red Line now produces a 10W/50 high performance oil aimed at the engines of many fast road or track-ready Japanese sports cars where a 10W/40 is specified under manufacturer instructions. Red Line 10W/50 high performance motor oil is said to exceed the requirements of industry and car manufacturer standards for high-performance, turbocharged, supercharged, petrol or diesel multi-valve fuel injected engines. This fantastic fluid is also well suited to Japanese cars that require frequent servicing as a consequence of regular 'stop and start' driving.

Price: £15.18 per litre

Contact:

www.redlineoil-europe.com or call 02476 717100



FIDANZA ADJUSTABLE CAM GEARS FOR MAZDA MX-5

Many factory camshafts operate on the conservative side of performance due to emissions and perceived drivability standards that manufacturers try to observe when designing their engines. This means that there's more power to be gained by adjusting your car's valve timing. Hoorah! Mazda MX-5s respond particularly well to this fine-tuning, and Fidanza has launched new timing gears for the 1.8-litre variant of the model in the hope of satisfying tuners looking to squeeze ever more power out of their radiant roadsters. Laser etched timing marks are provided for precise tuning, with twelve degrees of both advance and retardation available to take advantage of. Each pulley is precision CNC-machined from high grade 6061 T6 aluminium to ensure perfect fitment, reduced weight and increased durability, and outer gear teeth are bevelled for increased belt life. A hard anodised coating of red or blue makes them look pretty trick, too! Stainless steel socket head studs allow for quick and easy adjustment, and this unique Fidanza design permits ample torque to be applied when securing the inner and outer gear sections without risk of stretching aluminium threads. Hop onto the interweb in order to find your nearest Fidanza dealer.

Price: £110

Contact: www.fidanza.com



JAP SPEED STAINLESS STEEL CAT-BACK EXHAUST SYSTEM FOR MK4 TOYOTA SUPRA

The Mk4 Toyota Supra's 2JZ choice of engines (both the GTE forced induction and GE normally aspirated versions) have provided a popular platform for modifiers to toy with over the years. Airflow improvements are usually the first port of call when it comes to performance upgrades, and Jap speed is on hand to help with its stainless steel cat-back exhaust system for the super Supra. Manufactured from T304 stainless steel and TIG welded with CNC-machined flanges, this three-inch free-flowing system boasts a four-inch tailpipe and a full complement of gaskets and bolts for under £300 including delivery! The system is a direct fit to JZA80 Supras and represents excellent bang for your buck.

Price: £299 delivered

Contact:

www.jap speed.co.uk or call 08444 489080



READERS' RIDES

WORDS: DAN SHERWOOD



EACH MONTH WE GET TONNES OF SUBMISSIONS FROM OWNERS WANTING TO GET THEIR CARS PLASTERED OVER THE PAGES OF THIS HALLOWED MAGAZINE. UNFORTUNATELY, NOT EVERYONE CAN GET A FULL FEATURE, AS WE'D SOON RUN OUT OF PAGES! BUT RATHER THAN LEAVE THEM FESTERING IN OUR BULGING EMAIL INBOX, WE THOUGHT THE BEST ONES COULD BE HONOURED HERE IN OUR NEW READERS' RIDES SECTION. SOME MAY EVEN GO ON TO BECOME FULLY-FLEDGED JAPANESE PERFORMANCE FEATURE CARS! SO KEEP AN EYE OUT ON FUTURE ISSUES, AS YOU NEVER KNOW, YOU MAY HAVE SEEN A SNEAK PEAK HERE FIRST! WE WILL ALSO BE PICKING OUR CAR OF THE MONTH, WHICH WILL WIN AN AWESOME MEGUIAR'S GOLD CLASS WASH & WAX KIT WORTH £25!

WINNER! KAAAN WILLIAMS' MK4 TOYOTA SUPRA

The sleek, de-spoilered lines of Kaan Williams' immaculate Supra do a neat job of disguising the powerhouse that lies beneath the bonnet. Only the bulging arches that house the fat 18in Rota GTR-D wheels with 345-section Mickey Thompson street radial tyres hint at its true performance. Pop the bonnet, however, and a gleaming polished engine bay with monster Precision 7175 turbo leaves you in no doubt as to what this car is all about. Capable of in-excess of 1000bhp via the stroked 3.4-litre engine and howling four-inch exhaust system, this is one street Supra you wouldn't want to mess with. Full feature coming soon!



BEN ALBONE'S MK1 MAZDA MX-5

We've seen some pretty radical MX-5s popping up recently (check out Richard Tickner's camo-painted Mk2.5 in this very issue!), and Ben Albone's insane Mk1 carries on the theme, maybe even raising it up a notch! Painted in a custom shade of teal with cut away arches, a rear diffuser and a huge custom-mounted rear wing it certainly stands out! The stripped interior is just as purposeful, with a rollcage, flocked dash and bucket seats to boot!



COULD YOUR CAR BE A WINNER?

TO BE IN WITH A CHANCE OF YOUR CAR APPEARING AS A FEATURED READERS' RIDE, WINNING A MEGUIAR'S KIT OR EVEN GAINING A FULL FEATURE, SEND GOOD QUALITY PICTURES OF YOUR CAR ALONG WITH A BRIEF WRITE UP AND SPEC TO [JAP@CHPLTD.COM](mailto:jap@chpltd.com) OR LOOK OUT FOR OUR REGULAR READERS' RIDES POSTS ON OUR FACEBOOK PAGE

CHRIS JOHN'S SUBARU IMPREZA

Generally there are show cars and there are go cars, yet Chris John's perfectly presented GC8 Impreza sprint car can cut it on track just as well as it could on the show 'n' shine circuit. No stone has been left unturned with this build and the pure white paintwork hides a bonkers bright green stripped and multi-point caged interior that's all about going fast. The underside of this screaming Scooby plays host to running gear from a GDB STi along with AST Tarmac three-way adjustable coilover suspension, while Chris gets to play with the car's anti-lag, launch control and flat shift functions! This is one properly tricked out Impreza!



NICK WEALLEANS' LEXUS IS200

The Lexus IS200 may have been Alan Partridge's repmobile of choice, but with a few select mods they can be turned into a show-stealing scene machine. And one man who has seen the light is Nick Wealleans, whose slammed IS200 is worthy of many an admiring glance. The ground scraping static stance is achieved courtesy of a set of MeisterR coilovers lowering the gleaming black bodywork over a set of 9x17in front and 9.5x17in rear Rota GTR wheels. The interior claims just as many scene points with a pair of Bride Low Max Gias carbon reclining seats and Takata harnesses. Nice!



SIMON HART'S MITSUBISHI EVO V

Serial Evo-owner Simon Hart know his onions when it comes to Mitsubishi's finest as he's owned a glut of the manic machines over the years, with power outputs ranging from mild (420bhp) to wild (690bhp). His current steed is this ravishing Plasma red Evo V, which gets abused on a regular basis at his local racetracks of Crail and Knockhill. Not that you'd know it to look at it, as it's far too clean to give away its dirty weekend use. However, not content with tearing the Tarmac from Scotland's finest circuits, Simon has decided a change is in order and the car has recently begun its transformation into a full-on show machine with more carbon-fibre than you can shake a stick at. Definitely one to keep an eye on over the coming months!



SEAN BARRETT'S NISSAN 200SX S14A

Due to their popularity in the drift scene, finding a super tidy S14 these days is like finding hen's teeth, as so many have fallen foul of sideways sliding incidents leaving them riddled with zip-tie surgery. There's no such rudimentary bodywork bodes going on with Sean Barrett's example, though, as it's one of the best presented and cleanest we've seen. Packing 380bhp from its SR20 engine via a Garrett GT2871R turbo and Apex Performance 3in de-cat exhaust system, it's got plenty of power to light up the rare Veilside Andrew Racing 12x18in rear wheels, should Sean decide to join his rubber slaying brethren, that is!



ADAM PRIESTMAN'S EP3 CIVIC TYPE R

Looking poised and ready to set the circuit alight, Adam Priestman's track spec EP3 Civic Type R has got all the right parts to make good on its racy looks. A set of Drag Cartel 2.2 cams, Toda throttle bodies and a full 3in exhaust take care of the power, while an Mfactory limited slip diff, Nitron R1 coilovers and Mugen rear camber arms take care of the handling. With all that pace on tap, Adam's sorted the stopping with a set of Spoon calipers and Pagid RS29 pads. A stripped interior with Feel's Honda and Bride bucket seats finish off a very tidy track-smashing package.



NEED PARTS..? **GET FUNK'D!**

JAPANESE
**PERFORMANCE
PARTS**
DISTRIBUTION

FUNKYPOWER
CO.UK

PRICE PROMISE

TOP BRANDS AT
UNBEATABLE PRICES

ESTABLISHED FOR OVER
10 YEARS

FROM SERVICING TO SUPERCHARGING YOUR ONE-STOP-SHOP!



f FUNKYPOWERUK

✉ SALES@FUNKYPOWER.CO.UK

☎ 01563 850 240

**Keith
Michaels**
INSURANCE PLC

MODIFIED CAR?

or standard of course
Be correctly insured, it doesn't cost as much as you'd think

**MARKET LEADER
IN SPECIALIST AND
PERFORMANCE
CAR INSURANCE**

**COMPETITIVE QUOTES FOR
PERFORMANCE
MODIFIED
TRACK COVER
YOUNG DRIVERS 23+
LIMITED MILEAGE
CLUB DISCOUNTS**

**LEADING THE
WAY FOR
JAPANESE
PERFORMANCE
CARS FOR OVER
20 YEARS**

"We trust them with ours"
Japanese Performance Magazine Project car



Insurance as it should be - you are a person not a policy number!
CALL US NOW FOR A FRIENDLY NO NONSENSE QUOTE

0800 542 2141

**Keith
Michaels**
INSURANCE PLC
keithmichaels.co.uk



PROJECT TYPE R

BACK TO BASICS

BEFORE DOING ANY MAJOR TUNING MODS TO THE TYPE R IT WAS ESSENTIAL TO GET THE BASICS RIGHT AND THAT MEANT A FULL SERVICE AND SOME STRONGER STOPPERS

With the Civic's bodywork looking spot on after last month's Scratch 'n' Scuff Solutions respray it would've been easy to fall into the trap of simply continuing with the cosmetic side of the build and start strapping on various shiny parts to both the bodywork and under the bonnet. However, the sensible choice is not always

the most sexy choice, and to ensure the Type R's K20 motor was in the best health possible before asking it to produce any more power, it was key to ensure that the car's innards were feeling as fresh as its exterior and, for starters, that meant a full service.

After my initial visit to top tuners EuroSpec2000 in

Guildford, the experienced Japanese specialists had highlighted that, along with the spark plugs and cabin filters, the Civic's fluids were far from their freshest and were in dire need of replacing. This meant that we'd need a full complement of oils and other service parts to complete the engine detox and give the Civic

a clean bill of health. For this reason we contacted the knowledgeable guys at Opie Oils for some help.

Opie Oils specialise in all kinds of car parts from service items such as oils, coolants and filters right through to replacement parts and even aftermarket tuning parts, too, so pretty much everything you



TOP QUALITY MILLERS OILS NANOPARTICLE OIL TECHNOLOGY ENSURES THE MOTOR RUNS SMOOTHLY WHILE SAMCO HOSES KEEP THE COOLANT FLOWING



THE OLD SPARK PLUGS HAD SEEN BETTER DAYS AND WERE IN DIRE NEED OF REPLACING. THE NEW NGK IRIIDIUM PLUGS SHOULD BE MUCH BETTER

could need for a service is available under one roof.

With such a vast array of brands and grades of oil available, it can be hard to know which one to choose. However, a quick call to Opie Oils' tech guys sorted the conundrum as they recommended five-litres of Millers Oils Nanodrive CFS 5w40 NT engine oil along with a Hamp oil filter. The Nanodrive brand is one of Millers Oils' high performance triple ester fully synthetic oils and using patented nanoparticle technology offers the maximum protection for the high-revving, naturally aspirated K20 motor, and even a power increase!

Next up was to replace the cruddy brown sludge that was passing for coolant. But not before fitting a new set of black Samco Sport silicone coolant

hoses. The original rubber hoses had seen better days and, not wanting to do all this hard work refreshing the motor to allow an old brittle hose failure to undo all our good work, we felt this was a nice belt and braces mod that was perfectly timed as we would be draining the coolant system anyway. The Samco hoses not only look better in their glossy OEM black, but they can also take much higher pressures than the stock hoses so are a perfect future-proof mod for when things get more stressed further down the line.

Now the coolant was refreshed it was on to the plugs. The K20 is a high performance engine with a stock output just shy of 100bhp per litre, which is more than many genuine supercars produce, and for this reason selecting the right spark

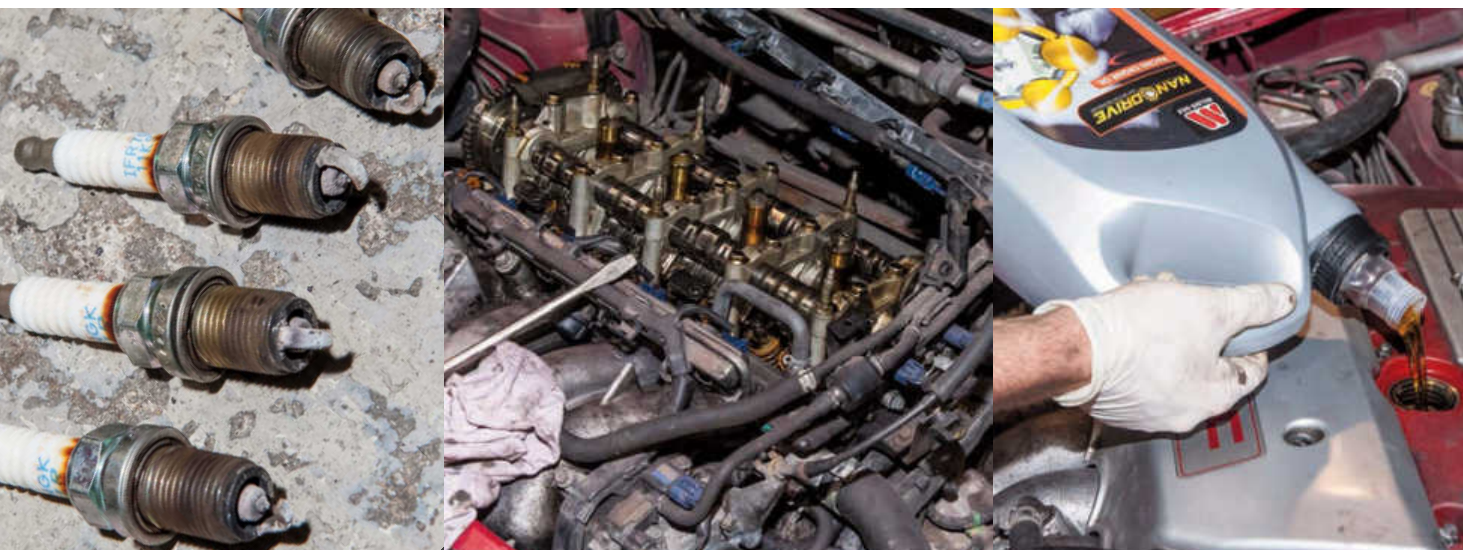
plugs is essential.

Opie Oils came to the rescue again with a set of NGK BKR7EIX Iridium plugs, and just in time too by the looks of the old plugs when they were removed as, not only were they corroded, but the electrodes were heavily eroded meaning the spark would be less precise. Iridium plugs offer an advantage over traditional copper core spark plugs as they last longer, produce greater fuel efficiency and generate more power. Winner!

Lastly on the engine front was to swap out the standard rocker cover gasket for a new OE item as the old one was worn and leaking oil down the back of the engine. Luckily, EuroSpec's top technicians have pulled apart thousands of Type R motors over the years so soon had the rocker cover

INSURANCE

You may think that a mod such as uprated brakes would actually decrease your insurance premium based on the fact that your car can now stop better than it did before, unfortunately it doesn't really work like that. Luckily, a simple set of uprated discs, pads and lines, like we've just fitted to the Civic, does not incur any loading to your premium. However, going for an expensive big brake kit with multi-piston calipers is likely to see you paying out up to an extra 10% on top of your annual premium, but in both cases it's best to tell your insurer of the changes as it could affect your policy in the event of a claim, costing you much more in the long run.



REPLACING THE LEAKING ROCKER COVER GASKET ALLOWED US TO VISUALLY INSPECT THE STOCK CAMSHAFTS FOR ANY SIGNS OF WEAR AND TEAR



off and new gasket in place to ensure that the vital oil stays on the inside of the engine where it's supposed to.

So with the engine now capable of flexing its muscles without fear of failure, it was time to move on to the brakes.

The Type R's brakes are not bad from the factory, and, in fact, the Civic had already been equipped with some aftermarket discs and pads, but they

certainly didn't look at their best and the stock rubber brake lines would also benefit from being changed to a braided alternative.

Japanese specialists Funky Power are a distributor for Californian brake gurus Stop Tech and suggested the brand's Sport Slotted discs and Street Performance pads. Slotted discs offer improved bite (the initial onset of braking)

and slightly higher friction levels than smooth discs. Slots also prevent a reduction in friction due to pad outgassing or brake dust trapped between the pads and discs. Pad coefficient of friction is also maintained over the lifetime of the pads, since slots shave away glaze formation and expose fresh pad surface each time the brakes are applied. According to Funky

Power, slotted pads are by far the number one choice for cars used in competition or open track events, so should be a perfect upgrade for the Civic's current power level and even a fair bit beyond.

So after whipping off the old discs and pads EuroSpec's spannerman, Dan, cleaned up the hubs and got the shiny new stoppers on in their place. And as an additional bonus, not only



THE NEW STOP TECH SPORT SLOTTED DISCS AND STREET PERFORMANCE PADS WERE JOINED BY HEL PERFORMANCE BRAIDED STEEL BRAKE LINES



THE TEAM AT EUROSPEC WORKED THEIR MAGIC ON THE TYPE R AND NOW ITS ENGINE SINGS AND ITS BRAKES ARE LIKE HITTING A BRICK WALL... ALMOST!

should they improve the car's retardation but, gripped by the recently painted OEM calipers, they look damn good, too! Joining them was a Hel Performance brake line kit.

Wrapped in red protective outer casing the braided hoses should firm up the pedal feel and give more consistent braking pressure as they eliminate the sponginess caused by the standard rubber

hoses which can flex and swell under hard use. For a small outlay, they not only look better, but should make a noticeable improvement to the stopping power, especially when combined with the new Stop Tech discs and pads.

But even the best disc, pad and line combo is useless without the right fluid, and Opie Oils had a solution for that, too. They suggested Gulf Racing

brake fluid DOT 5.1. This is a high performance brake fluid designed for racing applications or where the brakes are subject to extreme conditions and has very high wet and dry boiling points to ensure no loss of brake force through air bubbles in the fluid. So with the Type R now running sweetly and with a clean bill of health, all hell can be let loose with the tuning. Bring it on! – Dan, Editor

THANKS & CONTACTS

EuroSpec2000
www.euro-spec2000.co.uk
 01483 234 879

Samco Sport
www.samcosport.com
 01443 238464

Opie Oils
www.opieoils.co.uk
 01209 202944

Funky Power
www.funkypower.co.uk
 01563 850240



THE HEL BRAKE LINES WORK TOGETHER WITH UPRATED GULF RACING DOT 5.1 FLUID TO PRODUCE A MUCH FIRMER AND MORE DIRECT PEDAL FEEL



PROJECT HEL BOXING CLEVER

WITH THE CHAMPIONSHIP WHITE PAINT BARELY DRY ON THE BRAND SPANKING NEW CIVIC'S BODYWORK, IT'S ALREADY BEEN OFF TO TRANSMISSION SPECIALISTS, QUAIFE, TO BE MEASURED UP FOR A CLEVER NEW SEQUENTIAL BOX OF TRICKS

Having a powerful engine can amount to nothing if your gearbox doesn't have the correct ratios to make the most of the power and torque available. Most road cars have a very short first gear to allow you to pull away easily and cleanly, and longer higher gears to improve fuel consumption and allow for more refinement when cruising at speed. Now, while this is fine in most cases, if you really want to extract the maximum performance from your car, swapping the gear ratios can make a massive difference. In an uprated gear set, the gears can be tuned to whatever driving requirements you desire, but generally speaking first gear is

lengthened to allow hard launches off the line to provide forward motion rather than just wheelspin, and the rest of the ratios are shorter to maximise acceleration, although this comes at the detriment of less refined cruising and a lower top speed, but acceleration and engine response will be markedly improved! Add in a sequential gear selector system which allows a faster and more accurate shift, and trick features such as flat shift and auto throttle blipping on downshifts, and you've got yourself a pretty serious package. But while many sequential gear kits are horrendously expensive affairs requiring lots of custom parts to fit, Quaife's kits utilise the stock

gearbox casing and all the associated OEM running gear to make fitting a doddle and costs considerably less. The Kent-based transmission specialists already offer such a kit for the DC5 Integra and EP3 and FN2 Civics, which has proved extremely popular with racers and road drivers alike worldwide, so they jumped at the chance to get their grubby mitts on the latest generation of the Type R franchise.

Once they had the FK2 in their possession they stripped the gearbox and took all the measurements needed to design a kit that would fit the car's existing casing.

Upon inspection it was obvious that Honda is expecting

big things from the new Type R when it comes to aftermarket tuning, as the gear shafts are much beefier and stronger than those in the older generation of cars and would likely take much more power than the 310bhp that the car comes with from the factory.

So with their measurements taken and designs ready to go, Quaife are primed and ready to offer a sequential gear kit for the FK2 Type R, but need to wait for the demand to increase before they can begin production. Group buy anyone?

THANKS & CONTACTS

Hel Performance
www.helperformance.com
Quaife
www.quaife.co.uk



GEARBOX OUT AND RATIOS REMOVED THE TECHNICAL BODS AT QUAIFE CAN GET BUSY DESIGNING A NEW DROP-IN SEQUENTIAL GEAR SET FOR THE FK2

01392 811 601

www.helcarkits.co.uk



HEL
We'd like to tempt you with a set of seriously sexy new stainless steel brake lines from HEL. Designed to add some real "Rock and Roll" to your driving, HEL's braided Teflon hose lines are seductively wrapped in a high, shiny PVC outer sheath to offer the ultimate protection... allowing you to get on with the business of raising some Hell. Used in competition by the fastest racers on earth, HEL lines offer incredible stopping power over O.E. systems, and real feel on the very limit - meaning quicker times, lap after lap. In pure performance per £ terms these hoses represent the single best aftermarket upgrade you can make to your car. And real "Bolt-on" fitting means you're soon up and running... and ready to drive like the devil.



Go to **Hel.**

ANGEL



Looking for
heavenly braking?



HEL are delighted to announce the divine creation of a heavenly range of superior braided stainless steel brake line kits. Designed to add beauty to your vehicle, the braided Teflon hose lines are sensibly finished with a colour coded PVC outer sleeve to keep any horrible road grime at bay. The incredible craftsmanship is also backed by a lifetime warranty for extra peace of mind. Proven time and time again to generate more stopping power, and increased feel and control over O.E. systems, HEL lines will make every drive a joy, and give you the reassurance that you can stop quicker and safer than ever in an emergency situation. HEL lines are easy to fit and represent wonderful value for money, making them one of the most prudent after-market upgrades you can make.

With HEL brake lines you really can take your driving to seventh heaven.



www.helcarkits.co.uk

01392 811 601





PROJECT WRX BACK IN ACTION

THE ENGINE IS BACK IN THE BAY
AND READY TO FIRE UP FOR ITS FIRST
RUN TO THE MOT STATION!

It's finally in! The engine is complete and sitting neatly in the engine bay.

All the ancillary parts have come together, too, with a Mishimoto radiator and new fan to provide extra cooling around the new engine, along with an external oil cooler that will

give some much needed cooling to prevent overheating lubricants causing any internal issues.

The Turbo Technics TD04 is sitting neatly in the bay surrounded by Mishimoto hoses, and the CRP Automotive timing belt and gaskets are also fitted and

should keep the engine from falling apart. So now it's pretty much time to get the Subaru out and start running the new engine in. I've been told it needs to do between 500 and 1000 miles on the running-in oil so everything can settle in correctly before the car

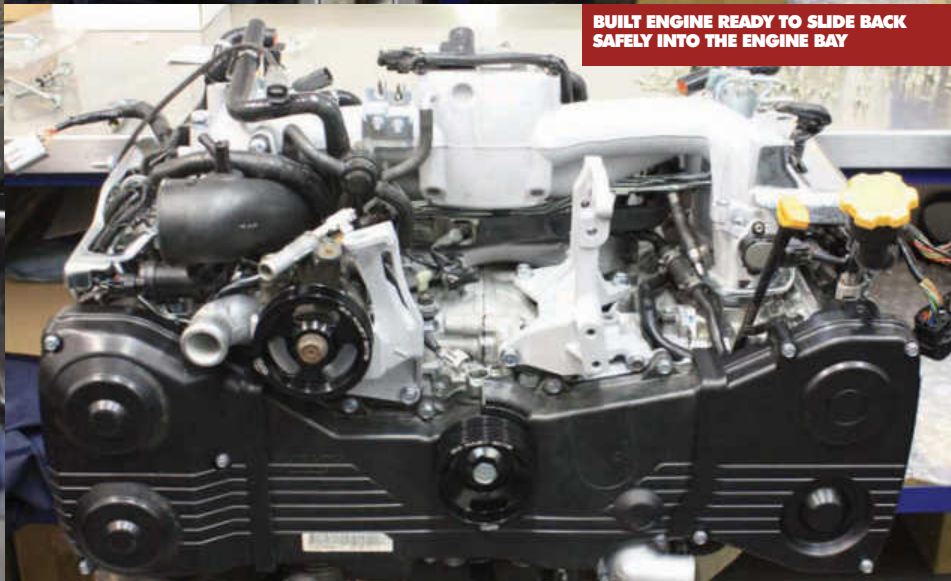
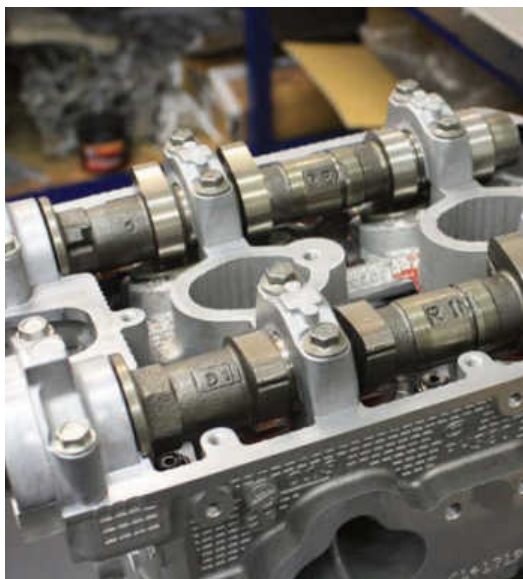


PLENTY OF NEW COMPONENTS GOING INTO PROJECT WRX WAGON





PERFORMANCE
DIRECT



**BUILT ENGINE READY TO SLIDE BACK
SAFELY INTO THE ENGINE BAY**

can go back for a check up to see if there are any leaks anywhere. Once that's done, and fresh oil's been added, it's off for a remap on a rolling road before the WRX will be officially back on the streets. Woo-hoo!

I've insured the Subaru

with Performance Direct, who cover most modified Jap cars, and they will hunt the market for the best possible deal.

I hope to have covered the miles needed to give you an update on the feel and power of Project WRX Wagon next month – Pete

CONTACTS

**TORQUE DEVELOPMENTS
INTERNATIONAL PLC**

0800 107 3250 tdi-plc.com

ARP

arp-bolts.com

JE PISTONS

www.jepistons.com

GO FAST BITS

www.gfb.com.au

ACL RACE SERIES

www.aclperformance.com.au

TURBO TECHNICS

www.turbotechnics.com

01604 705050

MISHIMOTO

www.mishimoto.co.uk

01562 512501

SUBARU

www.subaru.co.uk

GOSNAY'S

www.gosnays.co.uk

01708 740668

CRP

www.crpautomotive.com

JAP PERFORMANCE PARTS

japperformanceparts.co.uk

PERFORMANCE DIRECT

www.performancedirect.co.uk

Call for a quote: 01708 609 331



**ENGINE IN AND JUST A
FEW MORE COMPONENTS
TO BE FITTED BEFORE IT'S
READY FOR THE STREETS**



If you're serious about **Japanese performance cars** then call the insurance experts

- all types of performance cars including grey imports
- subaru impreza specialists • we look after our customers
- great value • breakdown cover also available



call us on
01275 792270

Authorised & Regulated by the Financial Conduct Authority

JANUARY ISSUE ON SALE

10TH DECEMBER 2015



650BHP SLICK-SHOED SKYLINE R32 GT-R JAPANESE TOURING CAR LEGEND
STUNNING 1000BHP TOYOTA SUPRA / WIDE ARCHED MITSUBISHI EVOLUTION
GRAVEL-SPITTING RALLYCROSS IMPREZA / JAPSHOW FINALE REPORT AND MUCH MORE

Advertisement Index

ABP Motorsport	42,43	EP Racing	58	Lateral Performance	26	Ross Racing Pistons	66
Adrian Flux	80	FP Automotive	87	Mark Richard Insurance	96	Samco Sport	58
BC Racing (Apex Performance)	2,,3,100	Glencoe	50,66	Mayfair Performance Insurance	29	Sky Insurance	96
Callaway Motorsport	29	K-Sport (Apex Performance)	98	Mugen (TDI)	74	Smart Flockers	31
Collins Performance Engineering	8	HEL Performance	93	New Era	17	Sumo Power	10,11
Competition Clutch	15	Jap Performance Parts	25	Ohlins (Apex Performance)	99	Tarmac Sportz	51
CoordSport	50	Japspeed	35	Polybush	67	Tegiwa Imports	4
D2 (Apex Performance)	75	Keith Michaels Insurance	87	Racing Beat Europe	67	TGM Sport	74
EBC Brakes	6	Knight Racer	80	Rare Rims	66	TTS Performance Parts	74



KSport carbon ceramic brake kit



KSport brake kits - tried, tested and proven!

They offer unbeatable value for money and yet perform like kits costing three times the amount. KSport brakes provide amazing performance for fast road and demonstrate their ability to provide the ultimate stopping power in full race environments.

The packages will not only suit road users but also those using their cars on track days, at the Nurburgring, in sprinting, rallying or in circuit racing.

If KSport brakes can stop the 800bhp, carbon kevlar, ground effect, nitrous equipped KSport race car without issue then you can be confident that they will perform on your own vehicle.



BRAKE UPGRADE KITS

Each kit comprises of all parts required for fitting

- > High rigidity aluminium calipers
- > Precision machined lightweight bells
- > Large diameter racing grooved rotors
- > High quality braided brake hoses
- > Mounting brackets and complete install pack

330mm 8POT Kit

£899

Including VAT

356mm 8POT Kit

£999

Including VAT

+ PADS

KSport

UK sourced pad, new for 2011.
Excellent fast road and mild track.

£79.99

EBC Redstuff

Performance Brake Pads.
Low dust, ideal for heavier cars

£112.78

EBC Yellowstuff

Performance Brake Pads.
Superb cold bite, track and road.

£117.02

EBC Bluestuff

Performance brake Pads.
Long lasting, track use.

£128.73

Ferodo DS2500

Excellent fast road and mild track
with superb cold bite.

£264.44

Pagid RST3

The pinnacle of fast road and track
pad technology.

£262.21

CALL 01274 683 633

BUY KITS ONLINE
WWW.KSPORT.CO.UK

- Wide range of applications available
- Full fitting kit supplied
- No specialist tools required



SCAN THE CODE ABOVE TO WATCH
 THE LAP AROUND DONINGTON





ADVANCED SUSPENSION TECHNOLOGY

Perfection in Performance

The Öhlins way since 1976

The Road & Track range finally puts Öhlins incredibly high standards of suspension research, development and manufacture within reach of the discerning car enthusiast.



Dual Flow Valve Technology is what sets Öhlins apart from its competitors. Only Öhlins has DFV technology available on its road and track suspension. Find out more on our website or talk to one of our specialists today on 01274 683 633.

Current Applications

0% finance available

PART NO	VEHICLE APPLICATION	PRICE (INC VAT)
BMZ MND1	BMW 1M Coupé	£2,315
BMR GND0	BMW 1 Series	£3,645
BMR GND0	BMW 3 series incl. M3	£2,970
BMR GND2	BMW 3 Series Compact	£2,970
BMZ M135	BMW E46 All models	£1,940
BMS M130	BMW M3 E46, set	£1,940
BMS M100	BMW 3-series E90 2005-, set	£1,570
BMS M140	BMW M3 E92, set	£2,110
BMS MP00	BMW 3 Series (F30)	£2,240
FORD GND0	Ford Focus RS (MkII)	£4,480
HDS M120	Honda S2000 AP1 1999-, set	£1,725
HDS M130	Honda Civic TypeR FD2 2007-, set	£1,795
LES M100	Lexus IS-F / IS 350 / IS 250 / GS 460, set	£1,965
LOV I-4000	Lotus Elise/Exige, set	£2,125
MAS M100	Mazda RX8 SE3P 2003-, set	£1,740
MAS M110	Mazda RX-7 FD3S 1991-2002, set	£1,919
MAS M120	Mazda MX5 Miata NA/NB 8C '93-05, set	£1,715
MAS M130	Mazda MX5 Miata NC/EC 8 2005-, set	£1,405
BMS M110	Mini R56 2002-2007, set	£1,650
BMS M120	Mini R56 2007-, set	£1,560
MIS M100	Mitsubishi Lancer Evo 7-9, set	£1,835
MIS M110	Mitsubishi Lancer Evo 10, set	£1,960
AP9009	Mitsubishi Lancer Evo 4-6*, set	£2,170
NIS M100	Nissan 350Z Z33 2002-, set	£1,875
NIS M110	Nissan Skyline GT-R BNR34 99-02, set	£1,795
NIZ M130	Nissan GT-R R35, set	£2,865
OPV I-4E00	Opel Speedster/Vauxhall VX220, set	£2,125
POR GND0	Porsche 911 Carrera / Targa / Convertible	£3,105
POR GND1	Porsche 911 Carrera / Targa / Convertible	£3,540
POZ M100	Porsche 996 Carrera, set	£2,005
POS M110	Porsche 996 GT3, set	£1,490
POZ MND2	Porsche 911 Carrera 4 / Turbo, set (1996)	£2,490
POS M120	Porsche 997 Carrera, set	£1,530
POZ MND4	Porsche 911 GT3 / RS / GT2 (1997)	£2,160
POZ MND5	Porsche 911 Carrera 4 / Turbo, set (1997)	£2,195
VWS M110	Seat Leon / Leon Cupra	£2,065
VWS M110	Skoda Octavia RS	£2,065
SUS M100	Subaru Legacy BP5 2003-, set	£2,040
SUS M110	Subaru Impreza GRB 2007-, set	£2,005
SUS MP20	Subaru BRZ / Toyota GT86 set	£1,715
SZS M100	Suzuki Swift Sports ZC31S 05-08, set	£1,175
SZS L100	Suzuki Swift Sport 2010-, set	£1,365
VWS M110	VW Golf VI / Scirocco, set	£2,065
VWS MP20	VW Golf VII GTI/GTD/R	£2,270

* NOTE: The Evo 4-6 kit is not an official Öhlins product.

Apex Performance uses an Öhlins Evo 7-9 kit and adapts it for the Evo 4-6.

PRICES INCLUDE VAT. E&OE 2015. SEE WEBSITE FOR CURRENT OFFERS.

0% finance available

Buy and apply online today



www.ohlinscoilovers.co.uk



BC

street & circuit
PERFORMANCE SUSPENSION SYSTEMS

BUILT WITH PRECISION MEASURED BY SUCCESS

BC Racing are renowned worldwide for their high performance suspension systems. Now available for over 500 vehicle applications.

FEATURES

- Pillowball upper mount
- Camber adjustable top mounts
- Aluminium top plates
- 30 way adjustable damping
- Adjustable spring platform
- Height adjustable bottom mount
- Bearing mounted spring platforms
- Dust boot to protect damper seals
- High quality body finish
- Springs and accessories available

* features depend on application



EVERY DAMPER DYNO TESTED

Every BC Racing damper is dyno tested in-house. Our coilover kits are only assembled using matched dampers to ensure equal and efficient damping throughout their range.

Because we only use matched coilovers, you're assured of maximum stability, handling and performance on both the street and circuit.



0% FINANCE AVAILABLE

**FULLY
ADJUSTABLE
FAST ROAD**

**BR
SERIES**



**£699
£769**

**INVERTED
MONOTUBE
TRACKDAY**

**RM
SERIES**



**£849
£949**

**EXTERNAL
RESERVOIR
PROFESSIONAL**

**ER
SERIES**



£1399

SEE BMW APPLICATIONS ONLINE AT
WWW.BCRACING.CO.UK

CALL 01274 683 633

TRADE ENQUIRIES WELCOME. EBOE. PRICES SHOWN INCLUDE VAT. SEE WEBSITE FOR LATEST SPECIFICATIONS.



**apex
PERFORMANCE**

**BC
street & circuit**

SPORT

OHLINS

HARDRACE

D2